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THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

PRINCESS MARGARET GOES RACING WITH CAPTAIN TOM EGERTON—HER ROYAL HIGHNESS AT LINGFIELD, WHERE SHE SAW THE RACE FOR THE MANIFESTO 'CHASE: **The Princess spent the week-end at Mountfield Court, near Hastings, where her hosts were Commander and Mrs. H. S. Egerton. Before racing started, at Lingfield, the Princess's party lunched at the racecourse tower**

Last week-end, Princess Margaret went down to Hastings, where she was the guest at Mountfield Court of Commander and Mrs. H. S. Egerton and their son, Captain Tom Egerton, formerly of the Coldstream Guards. On Saturday afternoon, the Princess visited Lingfield, where, in company with Captain Egerton, she saw the race for the Manifesto 'Chase, in which several Grand National entrants and Mr. Rank's veteran Prince Regent took part. The Princess spent a quiet country Sunday with the Egerton family, and there was a big crowd at the twelfth-century village church, where the Princess attended Divine Service. Pictures taken at Mountfield will be found on page 255 of this issue

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Lord Baldwin.—Criticism of Lord Baldwin's administration in the Leeward Islands is by no means universal. He is very popular among the "workers," a word which in England of late years has never included the educated or executive classes who are presumed to idle their days away. Among these classes, however, there is plenty of criticism that Lord Baldwin's Socialism and demagogy has had very disastrous consequences on the economy of the West Indies in inciting the sugar workers to voice their dissatisfaction with their conditions, and in other ways undermining the authority of the administration. Certainly Lord Baldwin was a risky choice, lacking, as he did, experience in Colonial administration, which led him perhaps to reject the time-honoured and conventional methods of consultation with his local advisers, of moving slowly and deliberately towards the ultimate aim of our Colonial administration. Without venturing an opinion on the success or failure of Lord Baldwin's governorship to date, it is fair to say that Socialism must always be a more dangerous experiment the more backward in civilisation and education are the people on whom the experiment is practised. It was only the other day that Bertrand Russell stated his broad agreement that State Socialism can only succeed in a community of which a vast majority is dedicated to obedience to law and order, is educated and reasoning, and adheres to an ethical standard comparable with that set forth in the Sermon on the Mount. In the West Indies to-day it still needs to be served out in small doses with discretion, and the practice of demagogy is likely to be a lighted match thrown down in dry bracken.

Oxford Professors and Salaries.—I suppose that in my undergraduate days an Oxford professor (married or no) would have been "passing rich" on £1,000 a year. £1,000 a year seemed to me in those days a dream of Golconda. So much has happened since 1906, such havoc has been caused to the cost of living as it stood pre-war, that I was impressed by the remarks of the Principal of Jesus in congregation that an all-round increase in professorial salaries of £65 a year would be but a flea-bite, almost an insult. For even after its receipt a number of Oxford professors would be making-do on less than £1,200 per annum. The University Grants Committee had not long ago set £1,450 as the standard post-war salary, but somehow this Budget has not produced anything like the necessary funds to secure this standard. The Principal painted a doleful picture of the emaciation of the professor still on the lowest grade and urged that no Oxford Chair to-day should be accounted unworthy of at least £1,450 per annum. And, if you come to think of the things which Oxford to-day is expected to do for higher education and technical proficiency, how wide and wider its influence is expected to radiate, how crammed the available student space is, and how many *artisans* regard £20 a week as not an abnormal reward of their abilities, when the State has extracted its share, it does seem cheeseparing to pay a University professor on the present scale.

London's Picture Exhibitions.—Never was London so praiseworthy for its current exhibitions of art, and for the knowledge and taste which have gone to make those exhibitions educative and intelligible to the public. The Wilsons at the Tate and the sporting pictures at Derby House could hardly be overpraised for their selection, documentation and display. The Chantrey Bequest Exhibition at Burlington House is more controversial ground, I know. It supplied to the middle-aged nostalgic and sweet memories of callow youth. We recall so vividly how this or that was the "picture of the year" when we were undergraduates. And, still as of old, the little girl's lantern-lit face in "Carnation, Lily," tugs at our heart-strings and recalls our pre-wars pin-up girl ideal. But, after all, man is not to be condemned out of hand for the tastes of his green youth, for having preferred *The Yeomen of the Guard* or *Rodney Stone* to works of more intrinsic and permanent merit. A taste for prettiness is not a crime, and in times as ugly and gaunt as these may be esteemed a comfort if not a virtue. One reference to a picture show of another kind. *Scott of the Antarctic* has shown what the cinema can do far better than any other existing vehicle—always provided it sticks to the printed authority and leaves to the audience the right to invest the truth with such trappings of poignancy, sentiment, humour, and so forth, as each phase suggests to each individual. It is a great film and a lesson and warning to wanton producers. I have but one criticism. The chance was there, within the acknowledged facts, for the leader to explain to his team and to the public that their objective—the Pole—had a scientific no less than a psychological value, as, indeed, Scott had clearly in mind. It is a pity that so many among the audiences should stream out, shattered and wrung, asking why so much courage, nobility and labour should have been sacrificed to an object so remotely useful.

THE WILD WAVES OF WINTER BEAT UPON BRITAIN'S SHORES: Part of the damaged sea defences at Seaford, near Brighton, where the recent gales have wrought considerable havoc. On the celebrated undercliff walk from Brighton to Rottingdean the damage is now in course of repair. At Sandgate, on the neighbouring Kent coast, erosion has been particularly severe, and recently it was announced that the castle was beginning to crumble into the sea. Mr. Edward Evans, M.P. for Lowestoft and Chairman of the All-Party Parliamentary Coast Protection Committee, has called for concerted action in the matter of coast erosion. In some coastal districts, he declares, the sea eats its way inwards at the rate of 12 ft. to 20 ft. a year. Houses that stood well back from the sea a few years ago have disappeared; churches are no more; public houses and shops have vanished, and valuable agricultural land has gone to swell the sandbanks off shore. The promised Coast Protection Bill is at present before Parliament. It strives to co-ordinate the efforts of local authorities, Government departments and private individuals

A Little Bill for Supper.—The country cousins on their rare visits to London in the days of the Stuarts were fair game for the bloods and toughs of Alsatia and the Strand, and returned home sadder and poorer and sometimes wiser. Their present-day prototypes, too, are sometimes rather jostled and hazed and charmed out of their banknotes by the smarties who drive their coach-and-four through the multiplicity of regulations which seek to govern and control the price of meals and the cost of living. On his pleasure trip to London, Rusticus—prudent man—orders his family supper in advance at the Bilton Grill, for the family will be hungry when the play is over; and a very nice supper it looks on the menu and only 5s. a head, as the State requires. The family enjoy it, but when the account comes to *paterfamilias*, his smile recedes:

	£	s.	d.
Four suppers at 5s. - -	1	0	0
Special house charge at 6s. -	1	4	0
Orangeade - - - -		6	6
Special charge - - -		5	0
	£2	15	6

The Bilton, of course, is the Bilton, and its overhead is heavy—so heavy that every possible means of legitimately increasing the revenue from served meals must be employed. But *paterfamilias* has been caught bending, and certainly returns home poorer and wiser, reflecting that the cost-of-living index is very misleading, that sumptuary and parental regulations are not very effective, that tipping is still expected by outside porter, attendants, and that perhaps he is not the first to discover that luxury restaurants are still luxuries beyond the purses of all but the new rich. For his wife and daughters showed their disappointment at being taken to sup in a vast cavern in which only three of 100 set tables were occupied. Who would be a restaurateur to-day?

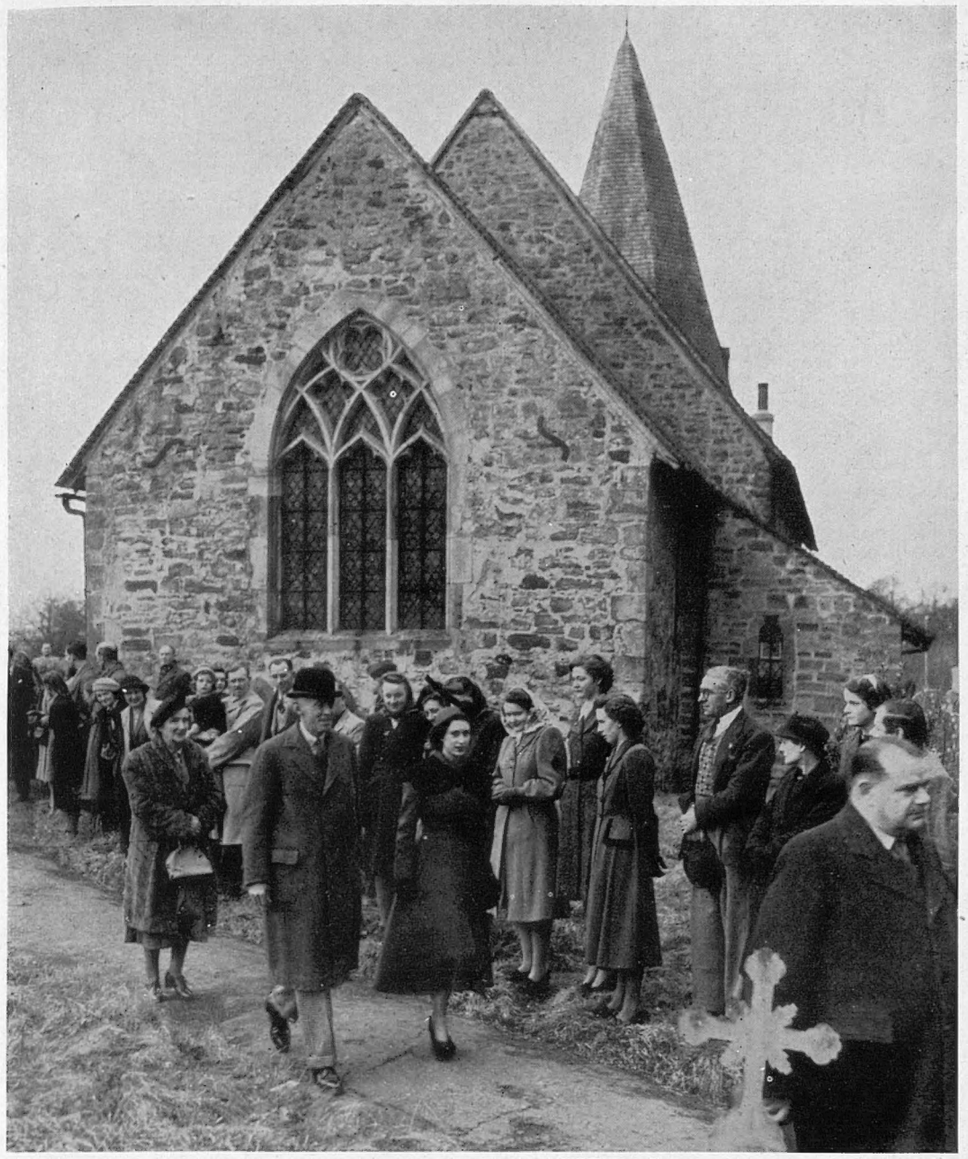
The Magistrates' Swings and Roundabouts.—The annual Licensing Session of the rural Bench reveals as nothing else does an extraordinary social revolution and amelioration in the matter of intemperance. When I was a child, I was wont to observe from my nursery window every Saturday evening a fairly continuous stream of drunken men and women, roaring and staggering home from the Bell and 'Orns, through our quiet residential square—and the rural magistrate's chief function was fining "drunks" and poachers. Now it is not unusual for the Superintendent's Annual Report to reveal a *clean sheet*—not a single case of drunkenness, not a single "drunk in charge of a car." In the past five years in my division, the maximum has been no higher than two, the average less than *one*. It is an astonishing social change, due, no doubt, in part to more expensive and weaker beer, but also in part to stronger will-power. It is fair to set it on the credit side to balance the debit entry of greatly increased crimes of violence, of house-breaking, of petty larceny, and of juvenile delinquency.

Axel Munthe.—The author of *The Story of San Michele*, for much of his life a victim of blindness and insomnia, lived twenty-one years beyond man's allotted span. For him "the night had a thousand eyes"; he crowded colourful experiences into his long life, and imagination came to his aid when his physical powers declined. No publisher can ever judge with certainty what will prove a "best-seller" in the field of Memoirs. *San Michele* proved a gold-mine for all concerned in it. Edition followed edition, and still it goes on. There was something of Cellini in the author and something of Cellini in his memoirs. He was versatile, imaginative, sympathetic, adventurous, something of a charlatan. He practised in Paris and Rome as a fashionable woman's doctor and built up a big connection. His rivals called him a quack and he did not conceal the technique by which he gained his clients. If he was cynical, he was sympathetic and had the healing touch of a faith-healer. He knew that the ills of many of his fashionable patients could be cured by a little pandering to egotism, a little flattery, a good deal of bluff, a diagnosis with an interesting name and a hopeful solution, and a bottle of water labelled "One spoonful in a wineglassful of water three times a day." So, with showmanship and shrewd publicity, he built up his fortune and was able to accomplish his life's dream—to build his dream house on his dream island, and there to put in practice his theories of humanity and the good life. He had tried every kind of experience, escaped many dangers, embraced many faiths. But for the misfortunes of insomnia and later of blindness, his was a life worth living and himself a favourite of fortune. Yet (one must judge from his famous book) "melancholy marked him for her own."

THE OLD STAGER

PRINCESS MARGARET AT MOUNTFIELD

A Week-End Stay with the Egertons at Their Sussex Home



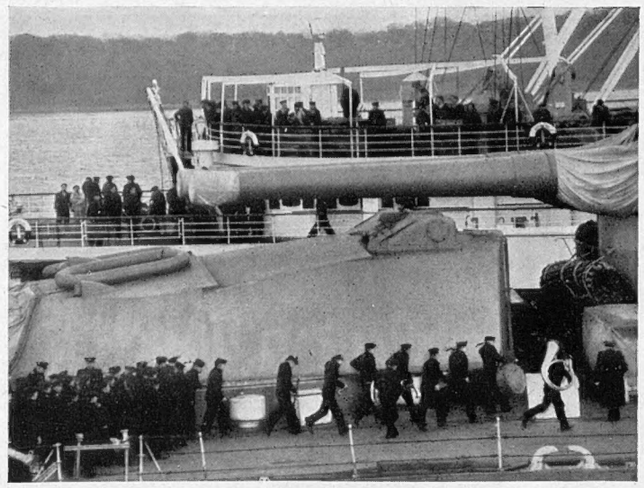
LEAVING THE LITTLE NORMAN CHURCH OF ALL SAINTS', MOUNTFIELD : Princess Margaret and Commander H. S. Egerton walking down the pathway after attending morning service last Sunday. Commander Egerton read the Lessons from the chancel steps. Princess Margaret sat near the pulpit

Last Sunday Princess Margaret, the guest of the Egertons at Mountfield Court, attended Divine Service at the village's 800-year-old church, so did 200 other people, although the church normally holds 120. The congregation crowded into the church as soon as the doors were reopened at 10.30, and they sat seven to a five-seater pew. The congregation consisted of 190 women and 10 men. As usual, Commander Egerton read the Lessons from the chancel steps. After Sunday dinner, the Egertons and their royal guest strolled round the vast grounds of Mountfield Court, and in the evening, with the other guests, they sat round a log fire in the main lounge. The Princess and Captain Tom Egerton had planned to go riding, but decided that the ground was too sodden as a result of Saturday's rain

IN A CHERRY-RED COAT WITH BLACK ASTRAKHAN CAPE : Princess Margaret arriving at All Saints', Mountfield, for last Sunday's service. The 800-year-old Norman church was thronged for the occasion

MOUNTFIELD TURNED OUT IN FORCE TO SEE THE PRINCESS : One visitor contented herself with knitting while waiting for the royal arrival, but the churchyard was thronged with eager youngsters, determined to have a grandstand view from the tomb-stones

LEAVING LINGFIELD RACES : Princess Margaret and Captain Tom Egerton (nearest camera) driving away from the course after attending last Saturday's race meeting. Hundreds of people waited behind after the racing, and the Princess, with Captain Egerton, left the stewards' box and walked through a lane of smiling racegoers. During the afternoon the Princess went into the paddock and saw one of Captain Egerton's horses, a hunter, saddled before competing in a two-mile school over fences



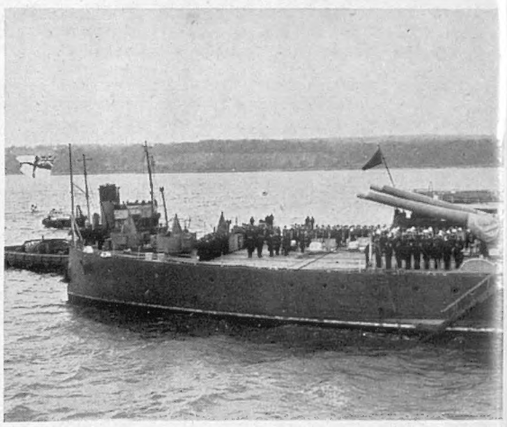
RUSSIAN SAILORS EVACUATE THE "ROYAL SOVEREIGN" AT ROSYTH: Members of the band and the crew of the battleship, which has served with the Russians since 1944, going aboard the troopship "Ukraina" which came alongside "Royal Sovereign"

"ARCHANGELSK" Becomes "ROYAL SOVEREIGN"

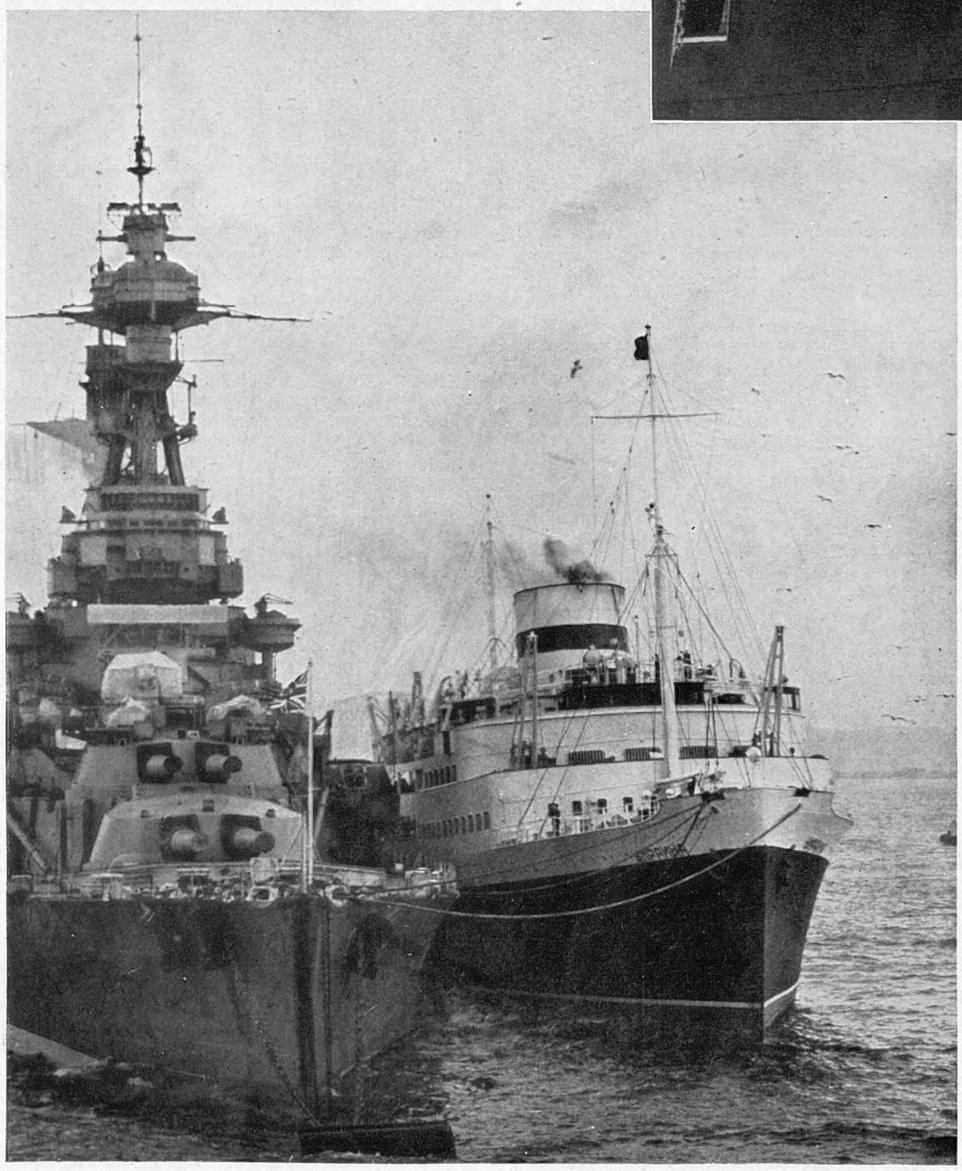
Russia Returns the Borrowed Battleship

After five years in the Russian Navy as the *Archangelsk* the *Royal Sovereign* returned to Britain and the official ceremony of re-transferring the battleship took place on Wednesday of last week. *Royal Sovereign* is now at the end of her long and honourable career, and in a short while she will probably be leaving for the ship-breaking yards at Inverkeithing. She was accepted back into the British Navy from the Russian Navy by Vice-Admiral Sir Ernest Archer, flag officer commanding Scotland and Northern Ireland.

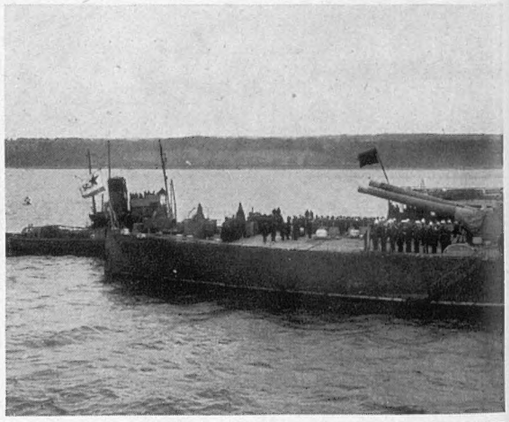
HAULING DOWN THE RED STAR AND HAMMER AND SICKLE EMBLEM: Russian sailors signalise the retransference of the *Archangelsk*, as she was called in the Russian Navy, which now, once again, becomes the *Royal Sovereign*. The ceremony took place in a keen westerly wind



THE HOISTING OF THE WHITE ENSIGN: The final phase in the ceremony of retransferring *Royal Sovereign* to the British Navy. The Russians played "God Save the King"



THE TRANSPORT "UKRAINA" WITH STEAM UP MOORS ALONGSIDE THE "ROYAL SOVEREIGN" READY TO TAKE OFF HER RUSSIAN CREW: The "Royal Sovereign," last of the British Navy's old capital ships, now remains at her buoy tended by a maintenance party until the time comes for her to go to the shipbreakers. It is possible that "Royal Sovereign" will follow "Rodney" at Inverkeithing



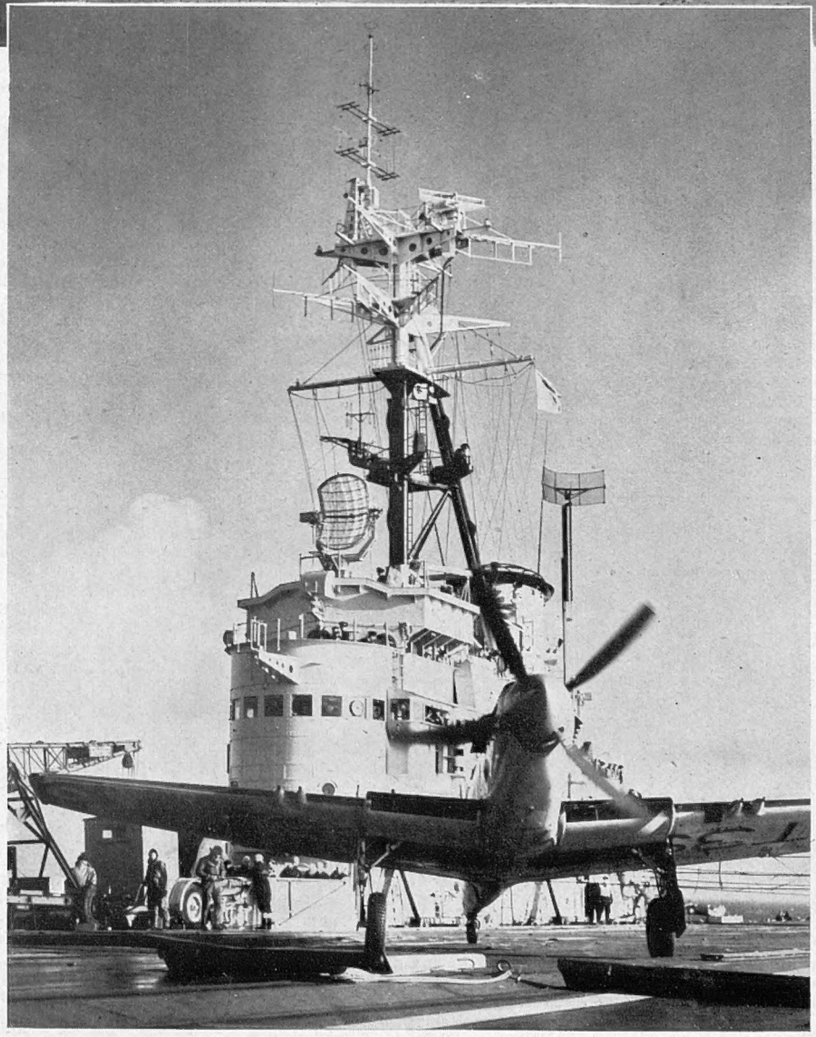
THE RUSSIAN NAVAL BAND PLAYS DOWN THE SOVIET FLAG: It was after this that the Russian ratings filed quietly on board the white-painted troopship "Ukraina," waiting alongside "Royal Sovereign"

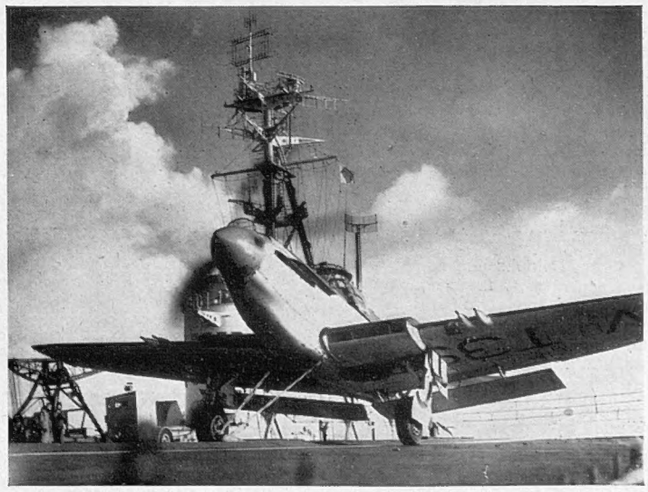
THE FIREFLY COMES TO REST AFTER CAREERING ALONG THE DECK OF H.M.A.S. "SYDNEY": The machine came in too low and too fast during trials in the English Channel. She shattered her landing gear and tore out six arrester wires before finally coming to a halt. Both the pilot and observer were uninjured

A FIREFLY HITS THE DECK

An Accident Aboard Australia's New Aircraft Carrier

Up to date H.M.A.S. *Sydney* has not been a fortunate ship, and inquiries are still being held into the alleged sabotage in the carrier at the time when she was handed over to the Royal Australian Navy in December. Mr. William Riordan, the Australian Navy Minister, has indeed made it plain that sabotage was the cause of the damage. Lately *Sydney* has been undergoing exhaustive trials, and has acquitted herself well. These were marred, however, by the mishap recorded in the picture at the head of this page. The *Sydney* was formerly named H.M.S. *Terrible*, but her name was changed prior to the handing over.





A FIREFLY REVS UP BEFORE TAKING OFF FROM THE FLIGHT DECK OF H.M.A.S. "SYDNEY"—THE NEW AIRCRAFT-CARRIER WHICH HAS LATELY BEEN RUNNING HER TRIALS BEFORE LEAVING FOR AUSTRALIA: She is the first of a class of six ships designated as light fleet carriers. "Sydney" will embark one carrier air group of Seafury and Firefly aircraft. Officers and ratings have come from Australia to take her to the South Pacific when she has completed all her working-up trials. She takes the name of a celebrated Australian warship of the first World War

TWO NEW CAPITALS FOR WEST EUROPE

The Future of Bonn and Luxembourg

By FERDINAND TUOHY

EVER since August sixty-five delegates, representing eleven States or *Laender* in the American, British and French Zones of Occupation, have been sitting as a German Constitutional Assembly in the university town of Bonn. Their work has hardly "made the headlines," yet the *West German Review*, of the Ruhr, can write: "Bonn certainly is responsible for the future of the nation."

As the job on hand amounts to nothing less than the creation of a brand-new Federal Government for over 40,000,000 problem people in the centre of a deeply harassed Continent, one could go further and say that Bonn is responsible for the German future in Western Europe, which to a large extent means all our discernible futures, the way events are turning.

A pity, therefore, that proceedings have been too prosy to evict a Stanley from the front page. Rarely have there been any of those flashes of colour which send foreign editors goggle-eyed along the corridor. Indeed, I can find only two.

One was a debate on whether the Deity should be involved in Germany's political future. A Christian Democrat moved that the preamble contain the phrase: "The dignity of man is based on the eternal rights given by God." Only for the Liberal Democrats to question whether it would be right to involve God in the follies and shortcomings of human beings, considering Germany's troubled history in the last two World Wars.

A second illuminating interlude was provided by a debate on the Flag. The colours are again to be those of the 1848 Revolution and the Weimar Republic, black, red and gold, but delegates thought it should carry diagonal white stripes to signify that the constitution was accepted "under protest."

The Bonn delegates have been charged with political narrow-mindedness and party trimming when they should be seeking positive compromises and mutual fulfilment of the set task, but their principal preoccupation all through has been so to comport themselves that they shall not subsequently be branded by their fellow-countrymen as "collaborators." Hence that singular idea about the Flag.

The Bonners remember what happened to an Erzberger and a Rathenau, so wish it known well in advance that what they are doing, is accepting a *Diktat*. If they had their way, government would be strongly centralised in the Federal body, instead of most of it being delegated to the States. The Bonners, from Adenauer of the Right to Reimann of the Left, wish it known that they realise their function to be no more than sitting in for the only true, eventual capital—Berlin.

Where shall they sit in the meantime?

The delegates may decide this matter without Allied Military Government interference, and, at this writing, are examining the rival claims of Frankfurt, Kassel, Stuttgart and Bonn. Nor is the choice without its wider interest, reviving, as it does, the old argument as to the merits of the fevered city and the quiet academic town.

Frankfurt is half-wrecked, greatly overcrowded, and exudes an Allied atmosphere. Why go there? ask the majority of delegates. Reimann's Communists would like to go there, which is another reason "against."

Why even think of flattened and forlorn Kassel, except for any value it might derive from propinquity to the Soviet Zone?

Stuttgart? Yes, the Württemberg capital has its possibilities, but isn't it too tucked away in a corner? Now Bonn . . .

Bonn, it looks like being, although to advance in its favour that "only a small part is destroyed," is off the mark. Bonn received severe bombing and shelling in the last weeks of the war, and a month or two later I walked through a ghostly Old Town—for anyone who had known it in its pre-1914 heyday—that had been splintered to pieces. The modern half, residential and manufacturing, didn't draw the target-setters, who were after the bridge across the Rhine, and so demolished the adjacent old university quarter, the old streets and buildings which *were* Bonn.

However, picking towns in Western Germany that can house anything at all is no easy business, and Bonn is admittedly in much better state than most places. As a capital of indeterminate duration, it has its points.

Bonn is currently much quieter than its English opposite, Oxford. It retains a certain *cachet*, faded and broken though it be; is well-found from the fertile Eifel close at hand; its surroundings are such that Hitler (no skimper of Nature's beauties) fell completely for them; and the people were never completely Prussianised despite the Hohenzollerns' love for the place. They retain a certain liberal-mindedness associated with the West.

On the other hand, I wouldn't bank too heavily on the University contributing greatly to the democratic theme. German universities have just been found severely wanting by a Commission on which was only one Englishman—the Master of Balliol—though the enquiry was set up by Sir Brian Robertson. Findings were under two main heads: the universities had "failed to keep step with the social changes of our times," being still back in the nineteenth century, and they concentrate too much on the training of the specialist.

The latter observation used to refer particularly to Bonn, whose leading faculties of law and theology made for marked specialisation. Again, Bonn became more Nazified than any other university. Precisely because the Kaiser and his sons had raised Bonn to be the "classy" university in the great years (1880-1914), did Hitler make a dead-set for it.

Bonn has seen a lot in the past thirty years. The Aussies were billeted there in 1919. Dr. Dorten conducted his Separatist movement from Bonn in 1923. The wandering, "broke" and barely known Hitler discovered Godesberg in 1925. Because of the Führer's favour, the Bonn region became a hotbed of nationalism in its worst, German, form in the '30's.

Throughout the late war the town was an ideal military camp, even as it had been in Roman days, and in Malbrouck's (did not Marlborough stop to reduce Bonn when on his peregrinations that led to Blenheim?).

Then, in April 1945, part-destruction.

What is to be the next phase? There is obviously a risk that Bonn and its Houses of Parliament may become a capital of strong nationalist tendencies, with German egotism overriding all else. Yet I like to think of Bonn's historic role as the last junction between the East and West, and that leads us to—

Luxembourg.

The capital of the Grand Duchy is as hotly in the running, to be capital of West Europe, as is Bonn in relation to West Germany. The two towns, barely 100 miles apart, await their destiny. Will West Germany become a reality inside West Europe? Bonn and Luxembourg may well hold the answer.

Luxembourg has its challengers too: Strasbourg and Paris (or Versailles).

Why go to Strasbourg? A Dalton proposition, the French answered: "It 's war-scarred and hasn't the accommodation." Maybe the answer was a little surly, for the French *might* have answered, too, that Strasbourg is "a hectic, frontier-junction where the Germans are challenging our right to look after a suburb—Kehl." And in an undertone: "We have enough trouble, keeping Strasbourg French, without flooding it with internationalism."

Why go to Paris or Versailles? Each has given dusty answers in our time to world statesmen. *Quelque chose monte à la tête de messieurs les délégués lorsqu'ils se trouvent dans la région Parisienne.* Now Luxembourg. . . .

Luxembourg has for centuries been a romantic cross-roads of history. It is a Europe in miniature, Germany, France, Spain, Austria and Holland having contributed to its national character. The local dialect, Mosel-Fraenkisch, bespeaks its cosmopolitanism. Yet Luxembourg has seen that neutrality does not work in the modern world, having twice been violated in a generation, and so it took the risk of being a founder-member of militant Western Union.

Luxembourg is the smallest country in the world commonly referred to as a "Power." This brings its measure of derision, as does a new and tiny army ("Lilliput in Arms") modelled on the Irish Guards.

Hardly a major war in the West but has had its repercussions in Luxembourg, which holds the keys to so much in strategy. Had the Gamelin-Gort hosts been promised access at the outbreak of Hitler's war, there might have been no second Sedan.

Economically, Luxembourg is of high value for its steel and coke, and for the ordered industry of its workers.

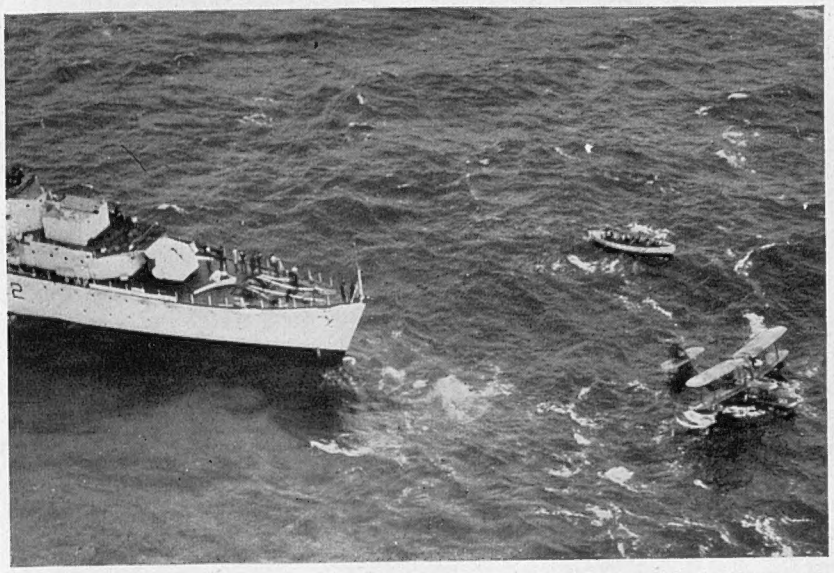
Politically, the country is what we would call Liberal, and it has cast in its lot with the bold and imaginative, pioneering Benelux experience which may yet have much to teach West Europe—especially should Luxembourg become its capital. Essentially, Benelux is trying to diminish cut-throat competition across the frontiers, so much of which derives from unimaginative greed.

Being about the size of Derbyshire, and having a population of less than 300,000, social problems sit lightly upon a largely classless Luxembourg. So well-found is the Grand Duchy, that *Belgians go there to eat.*

Lastly, Luxembourg is delightful to look upon, with its overhanging cliffs, and it has a Grand Ducal Palace and/or Chamber of Deputies standing ready to house the first West Europe Parliament. And—oh, yes—it has a Radio Station.

WHERE THE NEW GOVERNMENT OF EASTERN GERMANY IS NOW OPERATING: A general view of the Wilhelmsplatz (taken from the former Hitler Reichschancellery building in the Russian sector of Berlin), showing the newly-reconstructed buildings which formerly housed Goebbels' Ministry of Propaganda and which are now the seat of the Russian-sponsored "People's Council," the new Government for Eastern Germany, headed by Wilhelm Pieck, the Communist leader. Much material, such as girders, bricks and even paving-stones were taken from the ruined Reichschancellery in reconstructing the Ministry. The old Reichschancellery building is also being stripped of costly Italian marbles and mosaics for a gigantic memorial to the Russians, which is to be dedicated to the Red Army, in Treptow, also in the Russian sector of the city

THE COUNTER-BLOCKADE IN GERMANY COMES INTO FORCE: German police stopping traffic on the Charlottenburger Chaussee in Berlin. This followed the decision of the three Western Military Governments to ban the export of certain goods from their sectors. All motor vehicles going into the Russian sector are now stopped, and their contents examined. Nineteen categories of industrial products are on the banned list, including specialised articles for telephone and wireless installations, ball-bearings and alloy steels. In the past the Russians have been only too anxious to import these from Western Germany into their zone. The counter-blockade now cuts off this source of supply, and it is already beginning to affect the East German economy



RESCUING THE CREW OF THE BARRACUDA TORPEDO BOMBER WHICH CRASHED OFF THE WEST COAST OF SCOTLAND: When the Barracuda crashed, the crew took to their rubber dinghy. Some hours later they were sighted and they were picked up by a Sea Otter amphibious aircraft which alighted on the sea near the men. Although the Sea Otter rescued the Barracuda's crew, she was unable to take off again owing to the heavy swell. When this picture was taken, the Barracuda's crew was being taken to safety from the Sea Otter, and a warship was standing by. Later on the Sea Otter was abandoned, her crew going aboard the destroyer "Creole," and the Sea Otter drifted ashore at Colonsay. The three airmen from the Barracuda were taken to Londonderry in the frigate "Loch Fada." In the course of these rescue efforts planes were sent out from Prestwick and Eglinton, the lifeboat was launched at Port Askaig, a Lancaster went out from the R.A.F. station at Ballykelly, and a submarine also participated. It was not until thirty-four sorties had been flown that the Barracuda's crew was spotted

A LIFEBOAT GOES TO THE RESCUE OF THE SEA-BOUND SEA OTTER: The sea was extremely choppy, and the amphibious aircraft was unable to take off with the three airmen from the Barracuda whom she had rescued

THE CHOIR OF DOVER COLLEGE HEAD THE PROCESSION FROM THE REFECTORY TO THE CHAPEL: In the Chancel of Dover College Chapel they participated in the dedication of the memorial bearing the names of 102 former members of the school who died on active service during the War. The Archbishop of Canterbury was assisted in the Dedication Service by the Bishop of Dover

INSPECTING DOVER'S CADET GUARD OF HONOUR: Air Marshal Sir Hugh Walmsley at the ceremony outside Dover College Chapel. The Lesson was read by the Air Marshal, who is an old boy of Dover College. Dover College was opened in 1871. The antiquity of its buildings, which formed part of the old Priory of St. Martin, has always given to the college the appearance and atmosphere of an ancient foundation. The large hall is the refectory of the Priory. In 1923 the College received a Royal Charter from King George V

THE AIR-SEA RESCUE

LORD BALDWIN'S RETURN

And Other Week-End News in Pictures

"This is all a mystery," said Lord Baldwin, Governor of the Leeward Islands, when he returned to London last week for consultations with the Colonial Secretary. "You can quote me as saying that I am certainly not giving up the job unless I am sacked." Lord Baldwin was bombarded with questions on arrival in London. "In the eleven months I have been on the islands the people have enjoyed more peace than ever before," he declared. "They liked me and I liked them."

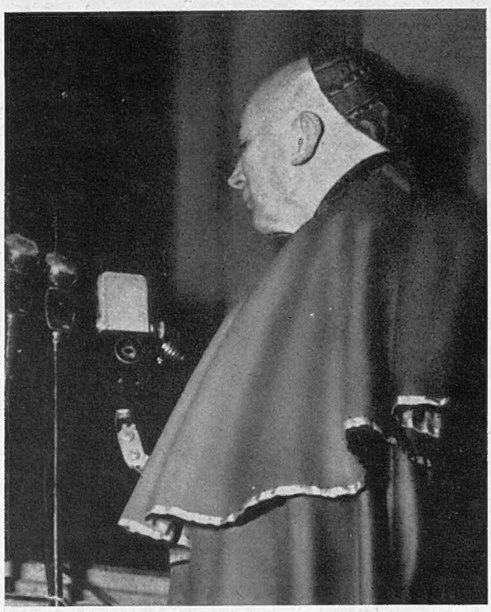
When the news was first given that Earl Baldwin had been recalled it was rumoured that a speech he had made before the island's Parliament had given offence in Whitehall. Mr. Creech Jones, indicated that Earl Baldwin was brought back to discuss administrative problems.

Lord Baldwin, who is forty-nine, and has twice been Socialist M.P. for Paisley, was educated at Eton and fought in both World Wars, and at one time for Armenia against the Turks. He is a bachelor, and once declared that he would not bring a child into a capitalist world.

RETURN OF A PRO-CONSUL: Earl Baldwin of Bewdley, Socialist son of Britain's late Conservative Prime Minister, seen at Victoria Station last week-end. He was called back to London for consultations with the Colonial Secretary regarding his stewardship in the Leeward Islands, where he is Governor

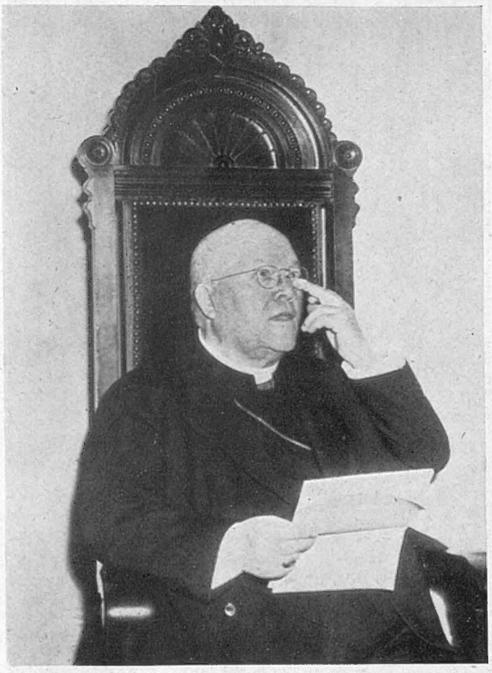
AFTER THE TRIAL THE WORLD PLEADS FOR MINDSZENTY

And Denounces the "Mockery" of the Budapest Trial



CARDINAL IDELFONSO SCHUSTER, OUTSPOKEN ENEMY OF THE COMMUNISTS, DENOUNCES THE BUDAPEST TRIAL : The Cardinal Archbishop of Milan speaking from a balcony of his palace in Milan to a crowd of 5,000 members of the Catholic Action Party who demonstrated against the sentence of life imprisonment passed on Cardinal Mindszenty, Prince Primate of Hungary and Archbishop of Esztergom. Cardinal Schuster declared that Cardinal Mindszenty had been drugged before the trial

On February 8, in the People's Court at Budapest, Cardinal Mindszenty was convicted of treason, of attempting to overthrow the Hungarian Republic, and of foreign currency speculation. He was sentenced to life imprisonment, and the court decreed the confiscation of all his wealth. As the news flashed round the world, the voice of protest was raised on high. From Italy, Cardinal Schuster, the prelate who had once denied the Communion to Communists, delivered a violent denunciation of the Hungarian Communists from the balcony of his home, and in the United States a vigorous campaign was set in motion. Last Saturday the Vatican excommunicated all concerned in the Budapest prosecution.



THE TRIAL WAS "A MOCKERY OF JUSTICE" : These were the words of Cardinal Dougherty, when he gave his first Press conference in Philadelphia during his twenty-eight years as a Cardinal. Another American Cardinal, Cardinal Stritch, of Chicago, added his voice to the general protest. The American Jewish Committee, the Jewish Labour Committee and various Protestant bodies in the United States also joined in the general indignation

WALL STREET, IN THE MIDST OF A WAVE OF SELLING, FOUND TIME TO DEMONSTRATE AGAINST THE MINDSZENTY SENTENCE : A crowd milling round the front of the Hungarian Consulate in Wall Street to protest against the life sentence passed on the Cardinal in Budapest. Later came the news that Hungary's Acting Consul-General in New York, Bela Balassa, had resigned his office after receiving an American protest delegation

IN THE UNITED STATES NEWS OF THE CONVICTION BROUGHT A DAY OF PRAYER TO ALL ROMAN CATHOLIC COMMUNITIES : Schoolchildren in Detroit, Michigan, sitting with clasped hands as they prayed for Hungary's convicted Cardinal. On the same day Cardinal Spellman, denounced the Budapest trial from the pulpit of St. Patrick's

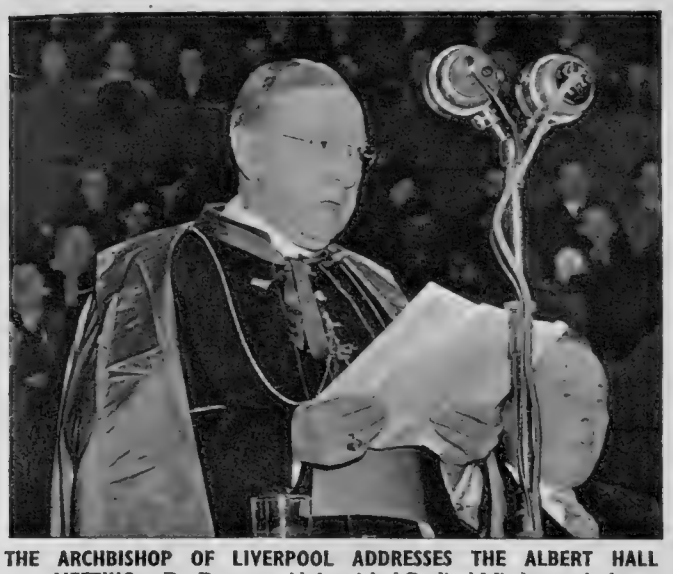
A DEMONSTRATION IN CITY HALL PLAZA, NEW YORK CITY : Roman Catholics fingering their Rosaries as they knelt on the pavement. One of the placards bore the words : "There is no freedom for Catholics, Jews, and Protestants in Hungary." Another stated "Soviet Hungary is the tool of Stalin." Mayor O'Dwyer of New York sent a telegram to Mr. Dean Acheson, the Secretary of State, stating : "On behalf of millions of New Yorkers I respectfully urge your strongest effort to prevent the lynching of Cardinal Mindszenty. In our city Communists are now on trial enjoying every constitutional right as defendants. The Cardinal is not permitted any rights"

THE ALBERT HALL PROTEST MEETING AGAINST THE TRIAL AND IMPRISONMENT OF CARDINAL MINDSZENTY, ARCHBISHOP OF ESZTERGOM AND PRINCE PRIMATE OF HUNGARY: Roman Catholics from many parts of Great Britain attended the rally, and the Duke of Norfolk, one of the principal speakers, described the arrest and trial of the Cardinal as sacrilege. Dr. Downey, the Roman Catholic Archbishop of Liverpool, presided at the meeting in the absence through indisposition of Cardinal Griffin, the Archbishop of Westminster

THE ROMAN CATHOLIC PROTEST MEETINGS

London and New York Proclaim Against the Fate of Cardinal Mindszenty

While the Vatican wireless station complained that its broadcasts were being jammed, particularly whenever mention was made of the trial of Cardinal Mindszenty, Prince Primate of Hungary, the voice of world criticism against the Budapest trial was not silenced. Both in London and New York giant protest meetings were held, Dr. Downey and the Duke of Norfolk leading the protests at the Albert Hall, and Cardinal Spellman denouncing the Communists from the pulpit of St. Patrick's in Manhattan. February 4 was made a day of prayer throughout the Roman Catholic communities of the United States, the people being asked to pray for Cardinal Mindszenty and to protest against his "persecution." In Rome the *Osservatore Romano* continued its bitter criticisms of the trial, declaring that it preferred to believe the statements made by the Cardinal when he was a free man and not "a prisoner and an automaton."



THE ARCHBISHOP OF LIVERPOOL ADDRESSES THE ALBERT HALL MEETING: Dr. Downey said the trial of Cardinal Mindszenty had proceeded behind the Iron Curtain in the well-known Communist fashion

SOME OF THE PEOPLE WHO COULD NOT GET INTO THE ALBERT HALL: A glimpse of the big crowd which gathered outside after the box office had closed. On the same evening nearly 5,000 people attended a service at Westminster Cathedral, when prayers were offered for Cardinal Mindszenty. A charge of one shilling was made for admittance to the Albert Hall meeting in order to defray the cost of hiring the hall

CARDINAL SPELLMAN, ARCHBISHOP OF NEW YORK, MAKES A RARE APPEARANCE IN THE PULPIT: The Cardinal, speaking from the pulpit of St. Patrick's Cathedral, New York, where he denounced the mock trial of Cardinal Mindszenty and entreated the nation's prayers for that "persecuted, tortured, victimised Primate." Cardinal Spellman's sermon was officially entitled "Rebellion to Tyrants is Obedience to God"

RETREAT FROM NANKING

The Cabinet Flees to Canton, Leaving Indescribable Confusion Behind

The name Nanking means "Southern Capital," and indeed Nanking was the capital of China for several periods between A.D. 22 and 501. Last week it was not even a southern capital, for although Chiang Kai-shek's successor General Li Tsung-jen, acting President of the Chinese Republic, remained there to negotiate with the Communists, his Prime Minister, Dr. Sun Fo, and members of his Cabinet had fled south to Canton where, they affirmed, they would be in a better position to bargain with the enemy. Citizens of Nanking needed no prompting from the Cabinet to evacuate Nanking, and since the middle of January there has been a steady exodus from the city. The plight of the dispossessed is as pitiful as ever, the only comfort being that United Nations workers are doing their utmost to feed the unending stream of child refugees

A CITY FEVERISH WITH PEOPLE IN FLIGHT: A general view of the Chung Chang Road, Nanking's main thoroughfare, and the City Circle, during the great exodus, when tens of thousands were flying southwards. Dr. Sun Fo, the Chinese Premier, and members of his Cabinet had already fled to Canton, leaving the new President, General Li Tsung-jen, to carry on negotiations

PART OF THE BUSINESS OF EVACUATION: Government servants burning State documents in Nanking prior to their departure for Canton, which Dr. Sun Fo, the Chinese Premier, made the temporary headquarters of the administration

A SOUTHBOUND EXPRESS LEAVES NANKING: Every corridor and van is packed. The roofs are thronged, and two men cling to the side of the train. One of the men has tied himself to the doorway

NATIONALIST TROOPS FORCED ACROSS THE YANGTZE BY THE SOUTHWARD ADVANCE OF THE VICTORIOUS COMMUNISTS: Ferry-boats laden with tired and dispirited troops being taken across the river for regrouping. By the beginning of February there was no confidence among any of them that they could hold the Communists on the Yangtze

THEIR WORLDLY POSSESSIONS ON THEIR BACKS AND UNDER THEIR ARMS: Members of Nanking's civilian population thronging one of the main thoroughfares running to the south. This is an age-old scene in China, and modern war has done nothing except to intensify it

REFUGEES IN THE FAR AND NEAR EAST

The Problem of the Homeless in Indonesia, Palestine and Kashmir

CHINESE FAMILIES RETURN TO JOGJAKARTA ON FOOT: They had left the city before the Dutch airborne forces seized the Indonesian Republican capital two months ago. Dutch troops, who interviewed this party of 500, stated that they had been herded into a schoolhouse and railway yard six miles south of Jogjakarta before the Dutch forces had arrived

Guerrilla activity is still rife in Java, particularly in the eastern portion near Madioen and Kediri. Republican leaders and the Sultan of Jogjakarta are non-co-operative. Meanwhile, there are still many refugees, driven from their homes during the fighting in December. A resolution has been submitted to the Security Council calling for the Dutch Government to facilitate the return of Indonesian Republic officials to administer the city of Jogjakarta and its immediate environs

THE UNITED STATES AMBASSADOR TO EGYPT VISITS ARAB CHILDREN IN A REFUGEE CAMP IN THE LEBANON: Mr. Stanton Griffis, who is the Director of the United Nations Relief Organisation for Palestine refugees, is seen at Andjar, one of the eleven centres in the Lebanon where the homeless receive food and shelter. After his tour of refugee camps last October, Mr. Griffis emphasised the plight of the thousands of Arabs, many of whom were starving and living in primitive, unhygienic conditions. He described their situation as a major world tragedy and said that many of them would die when winter came. His appeal bore fruit; the United Nations General Assembly voted a large sum; many private organisations contributed; and supplies are being distributed by the Red Cross

THE UNITED NATIONS COMMISSION FOR INDIA AND PAKISTAN CARRY OUT AN ON-THE-SPOT INVESTIGATION: Members of the Commission are seen as they questioned the inhabitants of a village in Kashmir, in order to obtain first-hand information

BLANKETS FOR ARAB REFUGEES IN PALESTINE: Veiled Arab women were in the queue to receive their first allotment of one blanket between three persons from the Relief Organisation. These refugees are housed in a tented camp, north of the Egyptian border

KASHMIR REFUGEES, DRIVEN FROM THEIR HOMES DURING THE INDIA-PAKISTAN DISPUTE: This dramatic picture was taken during the tour of the fact-finding Commission sent out by U.N. The proposal of the Kashmir Commission to hold a plebiscite in Kashmir has been voluntarily adopted by the two Dominions, and a cease-fire, mutually ordered by the Governments of India and Pakistan, came into effect at midnight on December 31. Pandit Nehru, in a speech at the beginning of the year, expressed the hope that the cessation of hostilities might bring them lasting peace

A Pictorial Survey of Foreign Affairs

FRANCE SENDS THE "MERCI" SHIP TO THE UNITED STATES

H.M.S. Glasgow in Buenos Aires : Blessing the Nets at Fécamp : Norway's Foreign Minister in Washington

THE S.S. "MAGELLAN," THE "THANK YOU AMERICA" SHIP FROM FRANCE, STEAMS PAST THE STATUE OF LIBERTY, AN EARLIER GIFT FROM THE FRENCH, EN ROUTE TO NEW YORK HARBOUR, WHERE SHE UNLOADED FORTY-NINE BOX CARS : The box cars form the French Gratitude Train which is now touring the United States. Before leaving New York some of the treasures in the train were put on view in the auditorium of the Board of Education Building at 500 Park Avenue. It comprised hundreds of cultural and historical gifts sent to America as a mark of the gratitude of the French people for American aid. Although the shipment from France included many cases of china and glassware, Mr. Grover Whalen, chairman of the Mayor's committee, declared that only one item, a china teacup, had been broken in transit. The focal point of the exhibit was a large bell specially cast for the Gratitude Train by the City of Annecy in South-Eastern France

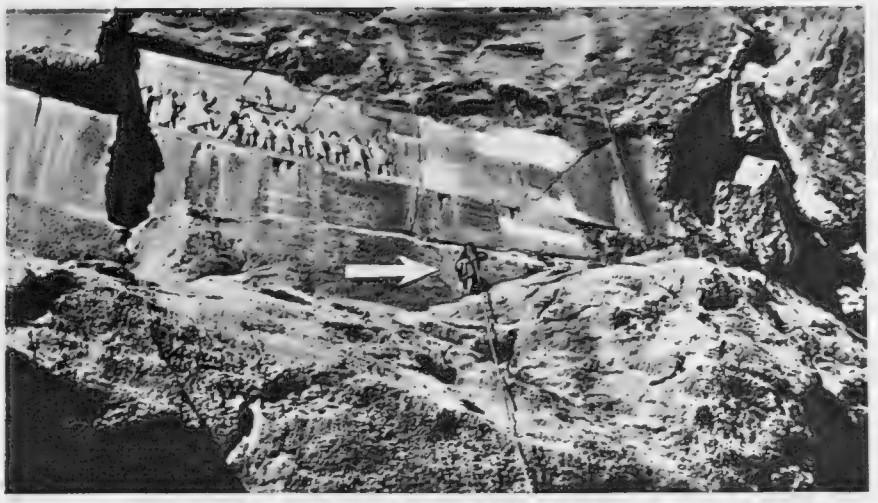
BRITISH CARS TO THE FORE AT THE NEW YORK MOTOR SHOW : This was the scene in the Lexington Avenue Armory just after the opening of the first International Automobile Show. Rootes, Daimler, Fergus Motors, Jaguar, Austin and Morris were among the familiar British motoring names strung on banners across the hall. France, Italy and Czechoslovakia were also among the exhibitors, several firms showing models of new midget cars of low petrol consumption

PRESIDENT PERON VISITS H.M.S. "GLASGOW" : The President of the Argentine Republic inspecting a guard of honour of Royal Marines when he visited the flagship of Admiral Sir William Tennant, Commander-in-Chief America and West Indies Station, in the harbour at Buenos Aires. The British cruiser was on a week's visit to Buenos Aires before proceeding to the Falkland Islands, a visit marked by great cordiality on the part of the Argentinians. The newspaper *La Prensa* described the arrival of the *Glasgow* as "a journey of friendship," and it seemed evident that differences over Antarctica which were to the fore last year had left no trace of bitterness

APPLAUSE FOR GENERAL FRANCO, HEAD OF THE SPANISH STATE : The General raising his right hand in acknowledgment of the popular greeting as he left after attending a meeting of the Superior Council of Scientific Investigation in Madrid. Just behind the Caudillo and on his right-hand is the Education Minister, Señor Jose Martin. General Franco has won a renewed measure of popularity in his own country by his latest statement on Spain's position in the face of hostile criticism. Franco declared his determination once again to remain aloof from external controversy

BLESSING THE NETS AT FÉCAMP BEFORE THE DEPARTURE OF THE FISHING FLEET FOR THE ANNUAL TRIP TO THE GRAND BANKS OF NEWFOUNDLAND : *Left*—The religious ceremony in the port of Fécamp during the blessing of the nets. Below the staging where the ceremony took place was the figure of Notre Dame de la Garde, the Holy Virgin, who casts her protection over the sailors and fishermen. *Right*—The "Duc de Normandie," dressed overall in the harbour at Fécamp before the departure of the boats. The ceremonies were attended by the Archbishop of Rouen, and by M. Andre Colin, Minister of Merchant Marine

A MIGHTY PREFABRICATED TUNNEL EN ROUTE FROM MISSISSIPPI TO TEXAS: This steel all-welded tube, 375 ft. long and 35 ft. in diameter, is being floated through the Intercoastal Waterway and the Gulf of Mexico from Pascagoula, Mississippi, to Pasadena, Texas, a distance of 400 miles, where it will form part of a vehicular tunnel under the Houston Ship Canal. Three other sections like this will be launched and shipped in the same manner before the tunnel can be completed. The sections are being built by the Ingalls Shipbuilding Corporation. The first part of the journey for the prefabricated tunnel lay through the Mississippi Sound, the second part through the canal in the Delta area of the Mississippi River, and the third part across the open gulf to Galveston



PROBING THE CENTURIES-OLD SECRETS OF MOUNT BEHISTUN, PERSIA: Dr. George Cameron, of the University of Michigan (designated by arrow), seen as he climbed to a scaffold attached to steel spikes and driven into the rocky face of Mount Behistun, where he was about to start copying the huge inscription of Darius the Great. This vast relief, carved and inscribed on the living rock, has long been known as the Rossetta Stone of Western Asia, for the inscription is in Elamite, Babylonian and Old Persian, thereby offering a vital language comparison. The order of Darius certainly has less importance than the Rossetta Stone, the celebrated stone which supplied Champollion with the key for the decipherment of the ancient monuments of Egypt, but as a comparison between King Darius's own tongue (Old Persian) and Elamite and Babylonian, it is of great value to language experts

PREPARING "SHADY TURN" ON THE NEW YORK BOB-SLED RUN IN READINESS FOR THE WORLD BOB-SLED CHAMPIONSHIPS AT LAKE PLACID: Snow is mixed with water and used as "cement" by the workers, who stand on scaffolding and prepare the sloping walls. "Shady Turn" is reckoned the most dangerous corner on the run. On February 10 Max Houben, of the Belgian bob-sled team, died an hour after his sled had gone over the run at "Shady Turn." His partner Jacques Mouret was badly injured

PRELUDE TO ATLANTIC PACT DEVELOPMENTS IN WASHINGTON: Mr. Halvard M. Lange (left), Norway's Foreign Minister, with Mr. Munthe de Morgenstierne, Norwegian Ambassador to the United States, Mr. Dag Bryn, the Norwegian Under-Secretary of Defence, Mr. Oscar Torp, a member of the Norwegian Parliament, and Mr. Arne Gunneng, of the Norwegian Foreign Office, on arrival at Idlewild Airport, New York. Mr. Lange flew to the United States immediately after the breakdown of the Scandinavian defence talks at Oslo, and it was clear that he was in search of assurances with regard to the security of his country in the event of further Soviet pressure. On arrival in Washington, Mr. Lange and his colleagues conferred with Mr. Dean Acheson, America's new Secretary of State

DEPARTING FROM THE POLITICAL SCENE TO TAKE THE VEIL: Mlle Elizabeth de Miribel, granddaughter of General MacMahon, first President of the Third Republic, and secretary and close advisor to General Charles de Gaulle during the late war, took the veil as a Carmelite nun in the Convent of Christ the King at Nogent-sur-Marne, at the beginning of February. Mlle de Miribel was active in forming the de Gaullist R.P.F. (Rassemblement du Peuple Français) party, and acted as its Press officer. She is also credited with having typed the General's famous speech of June 18, 1940

A FORMER PREMIER OF CHINA FINDS SANCTUARY IN THE BRITISH CROWN COLONY OF HONG-KONG: Mr. T. V. Soong, bedecked with two rows of medals, leaving the immigration building at Kai Tak airfield, Kowloon, in company with Mrs. Soong, on arrival in the colony. The previous night Mr. Soong, who was lately Governor of the Province of Kwantung, announced his retirement from public life. Soong was associated as much as any man with Chiang's dynasty, and his departure from the political scene followed a few days after that of his chief. One of the Soong sisters was the wife of Sun Yat Sen, and a second is Madame Chiang Kai-shek

LOW WATER ON THE RHINE IS HINDERING BARGE TRAFFIC ON WESTERN GERMANY'S GREAT COMMERCIAL HIGHWAY: Barges seen on the Rhine between Coblenz and St. Goar, where vessels, coming in heavily laden from the mining areas, are having to unload part of their freight before they can pass the Bingenloch. Rainfall in the catchment basin has been the lowest for many years. Coal shipments constitute a big part of the Rhine traffic

GULLS BANKING IN FLIGHT: This spectacular picture, together with the others on these pages, was taken on Chelsea Embankment, where the gulls congregate in large numbers in winter, bringing an echo of the sea into the very heart of London. The bird on the right has just caught a morsel of food thrown from the Embankment. The bird on the left, seeing that it has been thwarted, is turning sharply away to the left in its endlessly wheeling flight. In March these black-headed gulls leave London for their nesting-grounds—in marshes and on ledges in the face of cliffs around our coasts

"ARRESTED" IN FLIGHT—ONE OF LONDON'S BLACK-HEADED GULLS HOVERS "WITH UNDERCARRIAGE DOWN" READY TO ALIGHT ON THE WATERS OF THE THAMES: It will be seen that the black hood has almost completely disappeared during the winter. By the time the gulls leave for their nesting-grounds in March the hoods will have reappeared. The powerful blood-red beak, the keen eye and the great wing-span are all brought out very clearly in this picture caught by the almost-instantaneous camera. The legs are very powerful, and are placed well forward, so that the body is carried horizontally

LONDON'S GULLS ON THE WING

Some Dramatic Photographs of the Capital's Winter Visitors

Gulls first visited the London River in force during the sharp frost that followed Queen Victoria's Golden Jubilee in 1887. Londoners crowded the bridges to watch the vast flock wheeling below. Some people came out to feed the birds, others, it is recorded, emerged with sporting guns to shoot them. Casualties were evidently numerous, for early in the '90's the magistrates saw fit to forbid the use of firearms against the winter migrants whose scavenging of the Thames' shores was a distinct asset. Ever since then the gulls have made London their winter resort, and these flying "showmen" of the Thames certainly bring an echo of the sea into the heart of London.

On the Chelsea Embankment, where these pictures were taken, the gulls appear to congregate in greatest numbers, largely because residents are in the habit of feeding them and they can be sure of a snack at any time of the day, particularly in the afternoons, when the children are wont to bring out scraps for the birds. In March the black-headed gull dons its black hood and departs for the breeding-grounds. It breeds abundantly on the Scottish coast and round the fresh-water lochs, notably in the Hebrides, in the Orkneys and the Shetlands. A gullery, with its busy life and incessant noise, is a sound not easily forgotten.

On right—**IT LOOKS LIKE A COLLISION IN MID-AIR:** The camera catches two gulls as they dive simultaneously for the same tit-bit. The bird on the left, it will be seen, has been successful in snatching the morsel

THE RACE FOR POSSESSION : As the gulls engage on their wheeling flight a tit-bit is tossed up from Chelsea Embankment and there is an immediate race for possession

ON THE LOOK-OUT FOR MORSELS : Apart from scraps thrown from the Embankment, the gull has a large and varied menu. It harries the herring shoals far out to sea, gobbles up worms in the wake of the plough, and even drops shell-fish on the rocks to crack the shells

THE BOEING STRATO-JET DEMONSTRATES A NEW BRAKING SYSTEM FOR JET-PROPELLED AIRCRAFT : America's six-jet bomber with the bicycle undercarriage landing on the runway at Moses Lake Aerodrome, Central Washington, when trying out the American Air Force's new ribbon-type "Deceleration Parachute." The parachute is described as a practical equivalent in a jet plane of the reverse-thrust propeller used with the reciprocating engine. With the aid of this parachute brake American bombers and freighters will be able to descend on all airfields with short runways. At the same time, jet-assisted take-off eliminates the necessity for long runways when leaving the ground. The Strato-jet, which completed its first tests from Boeing Airfield, Seattle, in January 1948, is designed to carry over ten tons of bombs. Its swept-back wing and tail surfaces make it unique among bombers. Last week one of these bombers flew 2289 miles across America in 226 minutes, from Moses Lake, near the Pacific Coast, to the Federal capital at Washington, D.C. The average ground speed was 607·2 m.p.h. It was described as an ordinary routine flight

A 600-M.P.H. BOMBER WITH PARACHUTE BRAKES

"America's Strato-Jet and Other Aviation News from the United States

THE UNITED STATES AIR FORCE'S JET FIGHTER XF 88 UNDERGOING TESTS AT MUROC AIR BASE, CALIFORNIA : The Macdonell XF 88, with its wing and tail surfaces swept back 35 degrees like the Strato-jet bomber, is designed as a penetration fighter for operation deep in enemy territory against aircraft and ground targets. This experimental machine has a gross weight of about 6½ tons, a wing-span of 40 ft., and an overall length of 55 ft. The pronounced "step" two-thirds of the way along the fuselage is an obvious recognition point. Full performance details are not as yet available

THE SKYROCKET DEMONSTRATES THE ART OF JET-ASSISTED TAKE-OFF : The American Navy's new D 558-2, a research plane built by the Douglas concern, is seen leaving the ground for the first time in a jet-assisted take-off at Muroc Air Base, California. The J.A.T.O. bottles assisting the take-off, which can be seen on each side of the fuselage, are dropped once the machine is aloft. Skyrocket is designed for high-speed research

LOCKHEED'S SHOOTING STAR IS EQUIPPED WITH A NEW AND FORMIDABLE WEAPON : This rocket juts forward from the nose of the famous F 80 fighter. Flame and heat from the rocket's initial thrust is dissipated through an opening in the underside of the nose. The pilot is protected by a fire wall

GREAT MASSES OF ICE DRIFT ALONG THE GRAHAM LAND COAST: A scene, typical of Hope Bay, and Marguerite Bay, two of the seven British bases in Graham Land established by the Survey of the Falkland Islands Dependencies. At the end of last year a disastrous fire at Hope Bay resulted in the deaths of two of our scientists, and, since that time, the remainder of the men at Hope Bay have been living in tents. On February 4 it was reported that the Survey vessel "John Biscoe" had just failed in her sixth attempt to reach Hope Bay. She was turned back by the pack-ice. The party at Hope Bay was finally relieved by the "John Biscoe" at the seventh attempt, after being marooned twelve weeks

Special "Sphere" Section

LIFE in the ANTARCTIC

WITH THE BRITISH SCIENTISTS IN THEIR ISOLATED GRAHAM LAND BASES

A Record of the Survey of the Falkland Islands Dependencies

Graham Land, Dependency of the Colonial Territory of the Falkland Islands, has lately been in the news by reason of the relief ship *John Biscoe's* fight to reach the isolated men at Hope Bay. The urgency of the relief was made plain when news was relayed from Australia that the Antarctic winter was closing in earlier than usual. It seemed that the five Britons might be faced with the prospect of wintering in tents or igloos or of making a Polar dash for safety across the Graham Land wastes to Marguerite Bay. The pictures on these four pages give a comprehensive idea of life in the Antarctica, both at the bases and on the sledging journeys

THE MAN WHO LED THE 1946-47 SURVEY AND WHO IS AGAIN IN ANTARCTICA: Major Pierce Butler (second from left) at the Marguerite Bay radio transmitter with some of his colleagues. Major Butler, ex-Guardsman and member of a celebrated Dublin family, is now on board the *John Biscoe*, which has lately relieved the Hope Bay base at the seventh attempt

RELAXATION IN THE "HELL HOLE" OF THE ANTARCTIC: A domestic scene in the base hut at Marguerite Bay, where the scientists of the Falkland Islands Dependencies Survey carry on their meteorological and other scientific work. The flowers were raised in the greenhouse attached to the hut and heated by way of the hut's water supply system. They are grown in volcanic ash transported by the Survey's supply ship, *John Biscoe*, from Deception Island

LIFE IN THE ANTARCTIC

With the British Scientists in Graham Land

THE ARGENTINE ISLANDS WHERE THE FALKLAND ISLANDS DEPENDENCIES SURVEY MAINTAINS ONE OF ITS METEOROLOGICAL STATIONS: This Archipelago has been selected as the base during the coming Antarctic winter of the 45-ton ketch *Penelope*, which should at the present moment be surveying the coast of Alexander Land, almost unknown terrain lying to the south of the Graham Land Peninsula. Since the establishment of the Survey in December 1943 vast gaps in our knowledge of Antarctica have already been filled, and only a few weeks ago came news of the completion of a most spectacular sledging journey along the peninsula

HOW OUR MEN MAY HAVE BEEN LIVING AT THE HOPE BAY SITE WHILE AWAITING THE ARRIVAL OF THE RELIEF SHIP "JOHN BISCOE": *Left*—An igloo which offers complete protection from the elements. They were much used by Peary during his expeditions in the far north. By lighting a Primus within the igloo it is possible to make it almost completely weatherproof. *Right*—A typical double-skinned tent used by our men in Graham Land when on sledging journeys. Two men to a tent is customary, and they usually lie with a Primus stove between them, the stove serving both as a cooker and for warmth. In the recent disaster at Hope Bay in which two men lost their lives, the huttage at this meteorological station was destroyed. Hope Bay was relieved on February 4

The Falkland Islands Dependencies Survey had its origin in December 1943 when a party under the command of Lieut.-Commander J. W. S. Marr, R.N.V.R. (Scout Marr of Shackleton's 1922 Expedition), left this country for the Dependencies. Bases were established in February 1944 at Port Lockroy, in the Palmer Archipelago off Graham Land, and at Deception Island, in the South Shetlands. An attempt to establish a third station at Hope Bay, Trinity Peninsula, in North Graham Land, failed because of adverse ice conditions. It had been intended to open a further base at the South Orkney Islands, but this project had to be abandoned when Lieut.-Commander Marr was forced by illness to return to Britain. His place as leader was taken by Captain (later Major) A. Taylor, of the Royal Canadian Engineers.

In the meantime the base at Hope Bay had been supplied with dog-teams and sledging equipment, and during 1945 a party was able to sledge southwards, surveying James Ross Island and the east coast of Trinity Peninsula to Cape Longing. In December 1945, when control was transferred to the Colonial Office, the organisation was given its present title of the Falkland Islands Dependencies Survey. In the same month relief parties were sent out under the command of Surgeon Commander E. W. Bingham, R.N. In 1946 eight men were left at Hope Bay and four each at Deception Island and Port Lockroy. New bases were established at Cape Geddes, in the South Orkneys, and at Stonington Island. The old huts of the British Graham Land Expedition of 1934-37 in the Argentine Islands and Debenham Islands were repaired for the use of the Survey, and a further supply of dogs and sledging equipment enabled the parties at the two mainland bases to carry out a series of journeys. The next relief party went out in December 1946. This included meteorological observers, two doctors and the pilot of an Auster aircraft. The aircraft was used by the Survey until it crash-landed south of Cape Bertaux in September 1947. The crew of three escaped unhurt. In April 1947 Major K. S. Pierce Butler took over command of the Survey, and during that year the general scientific and surveying programme was continued, the two main bases at Hope Bay and Marguerite Bay completing one of the most successful year's work in the recent history of Antarctic sledging. Some 3,500 miles were traversed by dog-team to carry out extensive topographical and geological surveys, and the year's sledging culminated in two long summer journeys which resulted in the survey of 1,050 miles of the Weddell Sea coast of Graham Land. During 1947 the M.V. *John Biscoe*, the former H.M.S. *Pretext*, a naval netlayer which served with the Home Fleet during the war, was acquired by the Survey. She is of about 1,200 tons, wooden-hulled and especially suitable for work in ice. In January 1948 the *John Biscoe* took out a relief party of twenty-five men to the Dependencies, and at the time of writing she is now engaged in the 1949 relief. On February 4 it was reported that the *John Biscoe* had failed in the sixth attempt to reach Hope Bay, where members of the Survey have been marooned since the fire which destroyed the Hope Bay hut. News of the seventh and successful attempt to beat the pack-ice came from the Colonial Office last week.

IN THE BASE HUT AT MARGUERITE BAY: Major Pierce Butler (left), who is now leading the relief expedition in the survey ship *John Biscoe*, seen with colleagues on his last expedition to Graham Land, when he took over the leadership. The hut at Marguerite Bay is made of prepared wood, tongued and grooved, which was taken to the site by survey ship. The best quarters are on Deception Island

THE HUNTERS AT WORK: Members of the Survey out with their guns in search of seal meat and any other quarry that may offer. On the right is one of the sledges used on the long peninsula journeys which members of the Survey undertake in small parties in the course of the Antarctic summer

TOWING A DEAD SEAL ACROSS THE ICE FOR CUTTING UP: Seal meat is dry and close-grained and is usually quite popular as an item of diet among members of the Survey. There is an abundance of seals on the Argentine Islands, off the west coast of Graham Land, and in consequence a husky-breeding farm has been established there. The huskies are trained on one of the Islands for the mainland sledging journeys. In the Arctic the seal is very wary, and it is difficult to get near him. In the Antarctic he has no natural enemies, and it is possible for the hunter to walk up to the seal and club it to death without encountering much avoiding action. The usual practice is to shoot them

THE LONELIEST POST OFFICE IN THE WORLD: The camp at Marguerite Bay, one of the seven outposts of Graham Land established by the Survey of the Falkland Islands Dependencies with a view to obtaining weather information and examining the resources of the area. Weather reports are made daily from the seven outposts, and it is hoped that a further meteorological station will soon be established in Alexander Land, some 250 miles to the south. The weather reports from these outposts give an indication of conditions over a large area of the South Atlantic, the South Pacific and the South Indian Ocean

CAMPING ON A PLATEAU DURING ONE OF THE IMPORTANT SOUTHERN JOURNEYS OF THE FALKLAND ISLANDS DEPENDENCIES SURVEY: The huskies are basking in the summer sunshine which, out of the wind, can be agreeably warm even in these latitudes, and on a day's march it is possible to get very sunburnt. Double-skinned Polar tents are used on these trips, but sometimes the men prefer to build weatherproof igloos, which can be very comfortable. Dr. V. E. Fuchs, Mr. John S. Huckle, Mr. R. J. Adie and Mr. C. C. Brown have lately returned to Base "E" (Stonington Island) after completing a notable sledge journey of 940 miles in ninety days and penetrating as far south as 70 degs. 35 mins. The discovery of mountains completely free of snow and many melted streams and lakes was a big surprise, and it would now appear that the weather to the south of 70 degs. in Graham Land is altogether much clearer and more constant than it is in the north

LIFE IN THE ANTARCTIC—ON A SLEDGING JOURNEY: Further Pictures from Graham Land Peninsula

GOING UP THE NORTH-EAST GLACIER FROM MARGUERITE BAY: A member of the Graham Land expedition driving a team of huskies on a surveying expedition. This picture was taken on a day of brilliant sunshine. The driver of the dog-team has discarded his snow helmet. The huskies used by the Survey are trained in the Argentine Islands, off the Graham Land coast, where there is an abundance of seal meat ready to hand for dog-food

MAKING FRIENDS WITH ONE OF THE YOUNG ENTRY: A baby husky outside the post office at Marguerite Bay. The skier, well wrapped up in padded clothing, wears sun goggles

HUSKIES ENGAGED ON AN ANTARCTIC SLEDGING JOURNEY: A dog-team in action. During 1947 some 3,500 miles were traversed by dog-team in the carrying out of survey work, and a constant supply of trained dogs is needed, hence the necessity for the husky-breeding and training station in the Argentine Archipelago

HERE NAPOLEON BONAPARTE SAID GOOD-BYE TO HIS BELOVED OLD GUARD: The Cour du Cheval Blanc in front of the Chateau at Fontainebleau, 37 miles south-east of Paris, where Field-Marshal Viscount Montgomery, Military Chairman of the Commanders-in-Chief Committee, is now setting up the headquarters of the Army of Western Union. This is the museum part of the Chateau, and the part which will be used by Uniforce lies directly behind. The joint scheme of defence was drawn up in Paris in September by the five Defence Ministers of Great Britain, France, Holland, Belgium and Luxembourg

THE CHATEAU FOUGÈRES AT FONTAINEBLEAU IN WHICH FIELD-MARSHAL VISCOUNT MONTGOMERY WILL SET UP HIS HEADQUARTERS: The Chateau, as one staff officer has said, is "no oil-painting." The building, about sixty years old, is a mass of little turrets and balconies. The upper storeys are plastered to represent half-timbering, and the general impression is one of hideous bad taste. The façade of the Chateau is much overgrown

FONTAINEBLEAU

HEADQUARTERS OF THE NEW ARMY OF WESTERN UNION

Where Field-Marshal Montgomery is Setting Up Uniforce on Behalf of the Western Powers

Exactly 950 years ago Robert II of France founded the Palace of Fontainebleau. In the crowded centuries the Palace has seen many historic events, notably the Revocation of the Edict of Nantes in 1685 and the abdication of Napoleon I in 1814, both happenings of the utmost significance for all Europe. No less significant, perhaps, is the establishment at Fontainebleau of Uniforce, the headquarters of the Armies of Western Union which, under the terms of the Brussels Agreement, would come together for mutual protection and aid in the event of a new European conflagration. Field-Marshal Viscount Montgomery, then Chief of the Imperial General Staff, was chosen at the end of last year to be Permanent Military Chairman of the Commanders-in-Chief Committee, and the distinguished French Commander, General de Lattre de Tassigny, was named Commander-in-Chief of the Land Forces, Western Europe. Air Marshal Sir James Robb was put in charge of the Air Forces and Vice-Admiral Robert Jauhard, who took part in the Normandy and South of France landings, was made Flag Officer, Western Europe. With some rapidity the organisation is coming into being at Fontainebleau as the various headquarters are set up. In the Courtyard of Henry IV, soldiers, sailors, and airmen of five nationalities can be seen going about their various errands. An ultra-modern telephone exchange has already been established, and through it the leaders of Uniforce will be in direct contact with Paris, London, Brussels, The Hague and Luxembourg. Field-Marshal Lord Montgomery will himself live permanently in France.

ON GUARD AT THE ENTRANCE TO THE CHATEAU FOUGÈRES: Corporals of Britain's Royal Military Police outside Field-Marshal Lord Montgomery's headquarters at Fontainebleau. The usual whitewash is in evidence

LUNCH IS SERVED TO MEN OF THE ARMY AND THE R.A.F. AT THE QUARTIER CHATEAU: At Fontainebleau each nationality messes separately owing to the differences in diet. The officers of Western Union mess together

Preserving Britain's Architectural Heritage

DORCHESTER ABBEY A CRADLE OF THE FAITH

Restoring the Queen Eleanor Cross at Waltham Cross : Lytes Cary for the Nation : The Great Screen of Barton Turf

A LINK WITH THE VERY BEGINNINGS OF CHRISTIANITY IN SOUTHERN AND WESTERN ENGLAND : Dorchester Abbey, Oxfordshire, which is urgently in need of repair and maintenance, has been made the subject of an appeal for £10,000 led by the Bishop of Oxford and Lord Bicester. The history of the site goes back more than 1,300 years to the coming of the missionary bishop St. Birinus, the Apostle of Wessex, in 634, and the conversion of Cynegils, the Wessex King. From that time onwards Dorchester was the seat of a bishopric, though not continuously, until the Norman Conquest. The present church dates from the foundation of a house of Augustinian canons by Alexander, Bishop of Lincoln, about 1140. With the exception of Christ Church Cathedral, the Abbey is the only survivor of the splendid churches belonging to religious orders which adorned Oxfordshire before the Reformation

THE OLD PRIORY BUILDING ADJOINING DORCHESTER ABBEY : Part of the ancient church property for which the Bishop of Oxford has launched his appeal. For four centuries Dorchester Abbey has been maintained by the small village which lies around it, but this task is now beyond the power of the parishioners, who have however recently, with help from the diocese, raised the sum of £1,000. The Bishop of Oxford bases his wider appeal on the fact that the Abbey is a national monument, and that there must be people in Southern England and the Midlands who look to Dorchester as their original mother church. It was in 634 A.D., that is to say thirty-eight years after Augustine had been sent to Canterbury, that Pope Honorius dispatched Birinus, a Benedictine monk of Rome, as a missionary bishop to sow the seeds of faith in the innermost parts of Britain. Birinus landed on the coast of Hampshire, and it was in 635 that he converted Cynegils, King of Wessex, for whom Oswald, the Christian King of Northumberland, stood godfather. Thus Birinus admitted to the Christian faith the head of the Royal House from which, through Alfred, the present sovereign is descended

TO BE REPAIRED AT A COST OF £3,500—THE QUEEN ELEANOR CROSS AT WALTHAM CROSS, HERTFORDSHIRE : The County Council has agreed to repair and restore the Cross, which marks one of the places where the funeral procession of Edward I's first Queen halted on its way from Harby to Westminster. Queen Eleanor died in 1290 and the Cross in her memory was erected in 1294

MARKING THE SPOT WHERE THE BODY OF A QUEEN RESTED ON ITS LAST JOURNEY TO WESTMINSTER : A close-up of the upper part of the structure of the Queen Eleanor Cross at Waltham Cross, showing the decay which is to be repaired once again—a task that will take about two years. Eleanor, daughter of King Ferdinand III of Castile and first Queen of Edward I of England, to whom she was married in October 1254, died at Harby, in Northamptonshire, on November 28, 1290, and after the long journey was buried in Westminster Abbey. To mark the many places where her body rested while *en route* to London, King Edward placed Crosses to her memory, but of twelve erected in the thirteenth century, only two survive in more or less their original form

On right—Lytes Cary, one of the most delightful manor houses in the West Country, lies near Ilchester, Somerset. It was the home of the Lyte family from the thirteenth to the eighteenth century. The chapel was built in about 1343 and the hall in about 1450. A further wing was added in 1800, and the fourth side of the quadrangle was completed by the late Sir Walter Jenner. The present survival of Lytes Cary is entirely due to the late owner, who found it in a ruinous condition and restored it in 1907. It is the intention of the National Trust to let the house, and in due time it will be opened to visitors

Below—The rooms which will be open to view at Knowsley, ancestral home of the Stanleys now being opened to the public, will include the royal suite, where members of the present Royal Family have often stayed, the Wren drawing-room, the Jacobean room and the smoking-room with its paintings of notable horses and famous racing trophies. The estate came to the Stanleys before 1400 through the marriage of Sir John Stanley with the heiress of the Lathoms, and the original house was enlarged by the first Earl of Derby, supporter of Henry VII. Subsequent Earls modified the mansion, especially the tenth Earl about 1700, and little of the original building remains. Knowsley is built mainly of red brick

A SOMERSET MANOR HOUSE FOR THE NATION : Lytes Cary, with its contents and over 300 acres of land, has been bequeathed to the National Trust by the late Sir Walter Jenner. On the left is the fourteenth-century chapel. On the right is the modern part of the house

KNOWSLEY HALL TO BE OPENED TO THE PUBLIC : An aerial view of the ancestral home of the Stanleys, on the outskirts of Liverpool. Lord and Lady Derby have decided to restrict their living accommodation at Knowsley to a suite of rooms, and to open most of the mansion to the public. Lord Derby has decided to restore the issue of public passes to Knowsley Park between the months of April and October

STRUCTURAL SURVEYING HAS STARTED PRIOR TO THE REBUILDING OF ST. ANDREW'S, PLYMOUTH : Men at work on the fabric of the mother church of Plymouth, which was largely destroyed during the blitz in March 1941. The restoration of St. Andrew's is being made an act of faith, and the church, with its associations with Drake and Frobisher and the people of the *Mayflower*, will be made to appear much as it was in the years before the war. For over 900 years a church has stood on the site of St. Andrew's, but the present fabric, or what remains of it, dates from the fourteenth and fifteenth centuries. The tower, built by Thomas Yogge, thrice Mayor of Plymouth, is still intact

BARTON TURF CHURCH AND ITS CELEBRATED SCREEN : *Left*—**The old flint church viewed from the south-east.** *Centre*—**The Victorian stone pulpit which partly obscures the finely-painted screen.** *Right*—**The fifteenth-century screen, one of the most remarkable representations of the heavenly hierarchy in medieval art, which is about to be restored by the Pilgrim Trust. The vicar of Barton Turf is appealing for a wooden Jacobean pulpit, which would be much more in keeping with the celebrated panels and which could be so placed that it would not partly obscure the view of them, as it does now**

The Pilgrim Trust's plan to restore the famous screen at Barton Turf, one of the old flint churches of Norfolk, will be widely welcomed, for this fifteenth-century screen representing the ninefold order of angels is a true gem of Medieval art. The restoration, however praiseworthy, will still be incomplete, in the view of the Rev. William Hall, Barton Turf's vicar, unless he can at the same time bring about the removal of the Victorian pulpit which partly obscures the view of the screen and is an unworthy intrusion on the whole setting. The vicar is now appealing for an early wooden pulpit, possibly Jacobean, and he is hoping that a donor will come forward now that the need is becoming known. Barton Turf is well known to visitors to the Norfolk Broads, and the old church has many admirers among summer holiday-makers who come to see the screen. The panels on the south side of the screen depict the two sainted Kings of England, St. Edmund and St. Edward the Confessor. There are also representations of St. Olave of Denmark and Henry VI. The portrait of Henry VI was sent to the Manchester Art Treasures Exhibition in 1857 in order to complete the series of portraits of the Kings of England. The heads in all cases are of the finest craftsmanship, but the elongated hands and feet in some panels are comparatively crude. The north side panels depict St. Apollonia, St. Zita, the patroness of all cooks and housewives, and St. Raphael crowned with a wreath. St. Raphael, in full armour, has a richly diapered golden mantle. He stands upon a demon in chains. The screen is not the only treasure in this Broadland church, for it contains also a third edition of the Great Bible printed in London in 1540

Home News in Pictures

THE FUTURE OF FOX-HUNTING IN THE BALANCE

West Country Oysters; The R.A.F. Ice Hockey Players Go Touring; The Austrian Foreign Minister in London

FOX-HUNTING—THE FUTURE OF A NATIONAL SPORT HANGS IN THE BALANCE: Schoolchildren of St. Ives, who were given a special holiday for the occasion, were prominent at a recent meet of the Western Foxhounds in the town of St. Ives. The Mayor and members of the Council were present at the meet, and the mayoral party can be seen in the background of this picture as hounds moved off to draw. Another West Country pack, the Four Burrow, has lately been in the news by reason of the libel action brought against the Vicar of Lanner by the Master of the hunt. Meanwhile at Westminster Members of Parliament are taking a keen interest in the introduction of Private Members' Bills relating to the abolition of hunting. A deal of lobbying has been going on. Mr. Seymour Cocks' Protection of Animals (Hunting and Coursing Prohibition) Bill will be debated on Second Reading on February 25

ANOTHER KIND OF HUNT AT ST. IVES—CELEBRATING AN OLD CUSTOM: Children gathered on the foreshore during the observance of "hurling," when the Mayor threw a silver ball to the crowd. Youths of St. Ives fought for the ball for one-and-a-half hours, and when the clock struck twelve five shillings was awarded to the person who was in possession of the hotly disputed ball

THE OYSTER FARMERS OF THE HELFORD RIVER: They are carrying their haul up from the banks of the river in wire baskets. The Helford River oyster-beds, which are leased from the Duchy of Cornwall, occupy a stretch of two miles—two thriving miles which are expected this year to yield 1,500,000 oysters. The oyster-beds are believed to date from Roman times, but the industry in its present form is only fifty years old. Helford Natives, as they are called, are sorted into four grades. When sent to market the oysters are packed in barrels and are then despatched from Port Navas

AFTER GRADING, THE HELFORD RIVER OYSTERS ARE TIPPED INTO TRAYS: These trays can be kept under water in storage ponds as a protection against the weather

THE ROYAL AIR FORCE ICE-HOCKEY TEAM WHICH IS NOW TOURING SWITZERLAND: Two dramatic action pictures from the Empire Pool, Wembley, where the team completed its training before leaving for Switzerland on February 10 on a two-weeks playing tour which is taking them to Berne, Arosa, Zürich, Davos, Basle, Lausanne, St. Moritz, and Neuchatel. The team was only formed in October of last year, the first in the history of the Flying Service, and it has already established a reputation as one of the best intermediate clubs in Britain. They have played seventeen matches, won thirteen, drawn one, lost three, and are now making a strong bid for the Intermediate Trophy, a new competition which was recently started by the British Ice Hockey Association

THE DUKE OF EDINBURGH ATTENDS THE NEW ZEALAND SOCIETY'S ANNIVERSARY DINNER: His Royal Highness seen with Mr. W. J. Jordan (left), the High Commissioner for the Dominion, and the Mayor of Westminster, Mr. Hal Gutteridge. The dinner was held at the Savoy Hotel. With the rest of the company the Duke drank the health of Prince Charles. The King sent a message to the gathering in which he declared that he trusted that in the not-too-distant future he might be able to carry out his proposed visit to New Zealand. The Duke said that as a naval man he remembered particularly the part played by the *Achilles* in the Battle of the Plate, and also that New Zealand had gone to the assistance of the land of his birth

ENLARGING A BOMB-CRATER FOR A USEFUL PURPOSE: This bomb-crater in the middle of the quadrangle of King's College, in the Strand, is not to be filled up. Instead, it is being enlarged by workmen now starting a two-years' building project. When they have finished burrowing into the vaults under the quadrangle, they will lay the foundations of a two-storey underground building housing three laboratories. The roof of the new building, planned by Mr. Stephen Stanton, will form the new quadrangle. The new laboratories will be for research workers in electrical and civil engineering and in bio-physics

THE CHIEF BURGOMASTER OF BERLIN VISITS TRANSPORT HOUSE: William Lawther, Professor Ernst Reuter and Vincent Tewson, General Secretary of the T.U.C., during their discussions. Professor Reuter's visit to London included a meeting with Mr. Bevin at the Foreign Office. One reason for his visit to Britain, he said, was to explain to Mr. Bevin that the people of Berlin desired inclusion in the proposed Western German State. He also discussed the air-lift with Sir Ivone Kirkpatrick. Herr Reuter stated that stocks in Berlin were adequate and that, when he had left, there was sufficient coal for gas and electricity for more than twenty-four days. Referring to the German coal-mines, he said that the question of public ownership was settled in principle and that there was no question of returning them to their former owners

THE AUSTRIAN FOREIGN MINISTER ARRIVES IN LONDON: Dr. Paul Gruber called on Mr. Bevin to discuss the prospects of the Austrian Peace Treaty on the day before the new discussions began at Lancaster House (see page 278). He came to London to be available during the discussions, as did Mr. Bebler, the Yugoslav Deputy Foreign Minister. The first day's talks came to a deadlock on the question of the Austro-Yugoslav frontiers

DEMONSTRATING A NEW TECHNIQUE: A Dakota aircraft about to "snatch up" a glider containing R.A.F. personnel during the flying display at North Luffenham, Rutland, which followed the presentation by Marshal of the Royal Air Force Lord Tedder, Chief of Air Staff, of the Transport Command Accident Prevention Trophy to Royal Air Force Station, North Luffenham. This method of lifting gliders was recently tried out by the Americans in an Arctic rescue

A DEMONSTRATION OF FREIGHT-LOADING INTO A BRISTOL TRANSPORT: This was one of the items in the display at North Luffenham when Marshal of the Royal Air Force Lord Tedder, Chief of Air Staff, presented the Transport Command Accident Prevention Trophy to R.A.F. Station, North Luffenham. The ceremony marked the end of a successful five-year period of the Command's drive for an increase of flying safety through the reduction of aircraft accidents. The Accident Prevention campaign began in April 1944, and ever since that date there has been a steady improvement. There was also a flying display, including formation and individual flights by Hastings, Valetta, and Dakota aircraft

RESUMPTION OF DISCUSSIONS ON THE AUSTRIAN PEACE TREATY AT LANCASTER HOUSE: The first day's talks came to an end with disagreement on Article 5 dealing with Yugoslavia's claim to parts of Carinthia and Styria. The Russian delegate again backed Yugoslavia against the American, British and French, who supported the article, which states that "the frontiers of Austria shall be those existing on January 1, 1938." In the centre, background, of this picture, is Mr. Zarubin with the Russian delegation; left, the British delegation; right, the American delegation, and, backs to camera, the French delegation

THE CHAIRMAN WITH THE UNITED STATES DELEGATION: Mr. Samuel Reber, United States (second from left) took the chair on the first day. He said that his Government would consider any special arrangements to which Yugoslavia might lay claim, provided that the 1938 frontiers were established. On his right hand, is Mr. Francis T. Williamson and, on his left, Colonel Charles Hixson and Mr. Gerald Keith

MR. GEORGEI ZARUBIN WITH THE RUSSIAN DELEGATION: The Soviet Ambassador in London (centre) proposed that the Yugoslav Government's case for the adjustment of the Austro-Yugoslav frontier should be heard again. It was on this point that the discussions broke down last May

THE AUSTRIAN PEACE TREATY

The Four-Power Talks Resumed at Lancaster House

The Foreign Ministers' deputies of the United States, Russia, France and Great Britain, who met at Lancaster House to resume the discussions on the Austrian Peace Treaty, broken off last May, began inauspiciously with disagreement over the frontier question which had caused the previous talks to break down. In spite of Russian friction with Yugoslavia, the Soviet delegate, Mr. Zarubin, maintained his demand that the Yugoslav Government should be given another hearing regarding its claim to parts of Carinthia and Styria. The Russian delegate also opposed Article 2, which calls for the signatories to respect the independence and territorial integrity of Austria, and commits them to consult together and with the United Nations in the event of a threat to the political or economic independence of Austria. Mr. Zarubin claimed that both clauses were redundant. The United States, French and British delegates were united in opposing the hearing of Yugoslavia unless they had new proposals

MR. J. A. M. MARJORIBANKS WITH THE BRITISH DELEGATION: The Foreign Minister's deputy (second from left) stated that Britain would not sign a treaty transferring territory from Austria, or involving payment of reparations by Austria. He was emphatic that a treaty, re-establishing Austria as a fully sovereign State, be arranged as soon as possible

M. MARCEL BERTHELOT WITH THE FRENCH DELEGATION: The French deputy (second from left) said that his Government were ready to consider any restatement of Yugoslavia's claims, but he was opposed to Mr. Zarubin's plan that they be heard again, saying that what he had in mind was that the deputies should receive any further proposal in writing

THE UNSPOILED BEAUTIES OF GLEN AFFRIC: A view looking towards Cannich, where most of the workers on the Glen Affric hydro-electric scheme are housed. The present camp site is compact, and when permanent dwellings are erected the houses will be in the Highland tradition

POWER—AND THE BEAUTY REMAINS

The Progress of the Inverness-shire Hydro-Electric Schemes

In 1946 Mr. Tom Johnston, chairman of the North of Scotland Hydro-Electric Board and a former Secretary of State for Scotland, declared that the beauty of Glen Affric would not be affected in any way by the big power scheme which will help to provide power for local consumers, for Aberdeen and Inverness Town Councils, for large industrial concerns and for the grid. The pictures on this page show Glen Affric and the Morar Falls two-and-a-half years after that promise was made. The underground power station at Morar is particularly effective, and it is to be hoped that it will be the forerunner of many more in the Highlands. The Glen Affric scheme and the Morar scheme are both part of an elaborate plan to bring new prosperity to the hard-hit crofter counties

AN UNDERGROUND POWER STATION ENSURES THAT THE RURAL CHARMS OF MORAR ARE MAINTAINED: Two views of the Falls of Morar, Inverness-shire, which have now been harnessed by the North of Scotland Hydro-Electric Board. The power station itself has been constructed in a cavern hewn out of the solid rock. It is the first underground generating station to be built in Britain, providing power to the Highlands without spoiling their natural beauties

HOW MANY GOLF CLUBS?

Some Thoughts on a Long-standing Controversy

By CHARLES GRAVES

THE controversy about limiting the number of a golfer's clubs has been in full swing for some weeks, and there are now powerful advocates for a reduction to seven. The reason for this is natural enough. With purchase-tax, golf clubs have become far too expensive. Golf balls also are much too costly. The result is that to fit out a youngster and put him up for membership at a decent club will cost, one way and another, £100. That, of course, includes the cost of his golf shoes, mackintosh jacket and trousers, and all the rest of the paraphernalia. But people who think that to have more than seven clubs is a comparatively recent innovation are completely wrong. In 1870 a keen golfer would have: (1) a play-club; (2) long spoon; (3) mid-spoon; (4) short spoon; (5) baffing-spoon; (6) driving putter; (7) cleek; (8) sand-iron; (9) track-iron; (10) putter.

I have recently been reading a delightful article on the game of golf which appeared in Routledge's *Boys' Own Magazine* in 1870. In referring to this list of clubs it said:

"With the exception of the last three, the clubs are made of a long shaft of hickory or lancewood spliced to a tough head made of thorn-tree, apple-tree or pear-tree. The head is faced with horn, and heavily weighted behind with lead to give it leverage. The last three are fitted with a socket to hold the shaft. The place where the player grasps the shaft is covered with leather, to avoid the possibility of the club slipping. As a rule, the play-club is made some 45 ins. long; but is varied to suit the height and fancy of the player. The putter and those clubs used for short distances are from 6 to 8 ins. shorter than the play-club.

"These clubs—for they all come under that generic name—are put to a variety of uses. The play-club is used for swiping, or driving the ball off the tee at the commencement of a game. The face of the club is square, and it can only be used with effect when the ball is on the tee, or on a level sward a long distance from the next hole. If the ball rests on a hollow, amidst rough grass or on uneven ground, then the long spoon is used. The face of this club is slightly hollowed or 'spooned'; so that it strikes the ball nearer the earth, and elevates it so that it flies over the obstacles opposed to it. In this case the play-club would be comparatively useless.

"The mid-spoon is used for the same purpose, for short distances only. When near the hole, the short spoon comes into play; indeed, it and the shorter baffing-spoon are used to elevate the ball for short distances only. As the cleek answers the purpose of the latter, it is generally used in preference. The putter is more like the play-club, only it is shorter and stiffer. The head is larger, with a flat face. It is a club that the croquet-player would appreciate, for it comes into use when the ball lies on the putting-green within, say, 18 or 20 yards of the hole. To putt well is the acme of the golfer's skill, for it requires both steadiness of eye and certainty of hand. Judgment has to be brought into play to administer sufficient force to carry the ball over the stiff grass and untoward bents which will persist in checking its progress at the last moment. If the player could insure the ball falling in pleasant green places, the foregoing clubs would suffice; but balls will fall at times in bunkers, as sand-holes are called, or fall in the whin-bushes, among the rushes and long bents, or among the rough stones of a road. Then the sand-iron is required. Its sharp, straight edge, slightly-hollowed face, which leans slightly backward, assists the player in releasing his ball from the hazard and casting it again on the turf.

"The cleek is a straight-faced iron club, with a longer shaft than the sand-iron. It is useful for driving balls over intervening obstacles lying between the ball and the hole near the putting-green. It is a favourite club with most short-distance players, who use it with effect in what are termed quarter-strokes. The track-iron, sometimes called the niblick, is a heavy circular shallow iron cup, fixed at a sharp angle to a long shaft, yet, like the cleek, slopes slightly backwards. It is used to drive the balls from deep hollows, cart-ruts, or from the stiff coarse stems of the furze or whin-bushes. Thus in effect the cleek, putter and play-club present flat surfaces to the ball; the cleek alone is placed at a slight slope backwards. All the other clubs are hollowed or spooned, and are made for the special purpose of lifting the ball out, or 'lofting' it over difficulties, obstacles or hazards. There are some skilled golfers who can drive a ball eight- or ten-score yards; but this feat the new player should not try to emulate. The club should describe about three-fourths of a circle, and if the ball is fairly caught, and not 'topped,' it will take a straight course of some 50 or 60 yards over the links towards the hole. There must be no hurry—no brute strength; the eye must never leave the ball until it goes onward in its course."

In point of fact the author forgot to mention the golfer's most important implement. That was his trowel. And yet when my own father was fully grown up, golfers still had to cut their own holes in most parts of Scotland. "These holes," says the magazine, "are placed at various distances according to the nature of the ground and intervening obstacles or hazards; but, whatever the distance apart, they are placed in the centre of a piece of open sward known as the 'putting-green,' and not less than 20 yards from the nearest hazard. If the ground be broad and wide, the holes are placed on a 'round,' from 100 to 500 yards apart, according to the nature of the ground. At St. Andrews there are eighteen holes in the 'round' of links, and once round is reckoned a match; but sometimes the players agree to play a match twice round. If the ground is oblong in shape, and the holes are necessarily placed at each end, it is still called a round; and the game is begun by two, three or four players each striking a ball from the teeing-ground near the first hole in the direction of the second hole. The tee is a small pinch of sand on which the ball is laid at the commencement of the game, and in certain other conditions, but not nearer the hole than six club-lengths.

"The ball is made of gutta-percha, about 2 ins. in diameter, and painted white, so as to be easily seen. Formerly it was made of leather stuffed with feathers (there is no mention here of that grim secret—lately revealed—that there is tapioca in the heart of a golf ball).

"On reaching your ball, if it lies on the open turf, you may repeat the long swipe with advantage if you are not too ambitious. If in a sand-hole, you will require your sand-iron; if in a hollow of the turf, the long spoon; if in a rut, the niblick. You will find the bunker, or sand-hole, a hazard to be avoided rather than courted. It will require patience and perseverance ere the ball can be driven from its snug retreat on to the turf at one stroke. A good deal of patience will also be required to drive the ball with the long spoon over the tuft of whin-bushes which grows so provokingly between your ball and the putting-green. At length your ball lies on the green itself, and the hole is temptingly near. You now want judgment and nicety of touch. You have to consider not only the distance between your ball and the hole, but the possibility of a steimy.

"A steimy is an ugly affair for a beginner, and it occurs when your antagonist's ball lies in a direct line between your hole and the ball, so that putting is out of the question. There is no other course open but to take the sand-iron and 'loft' your ball over the steimy into the hole if you can. Steimies are sometimes played purposely, but it is not considered exactly fair to play them; but, whether played purposely or not, they often occur, and the young player should practise 'lofting' with a view to overcoming steimies when they occur. Even without this obstruction, he has to consider the nature of the intervening ground, whether uphill or otherwise, and the best way of overcoming the difficulty. To putt well ought to be the aim of every beginner; and, as he can practise it on any greensward, it is his own fault if he does not succeed.

"As no directions for golfing would be complete without the club rules, we have tried to procure several, with a view to choosing those best adapted for young gentlemen. We found that, almost universally, we were referred to the rules of the 'Royal and Ancient Golf Club of St. Andrews.'"

Our anonymous author then proceeds to describe various golfing phrases, such as "the odds," "the like," "one more," "two more." He gives an example: "B has played nine strokes, A has played five strokes, and lies behind B. A plays his sixth to B's ninth, or one off four." To-day, any golfer who had taken four more than his opponent would presumably give him the hole, but in our fathers' time it was easy to take almost innumerable strokes.

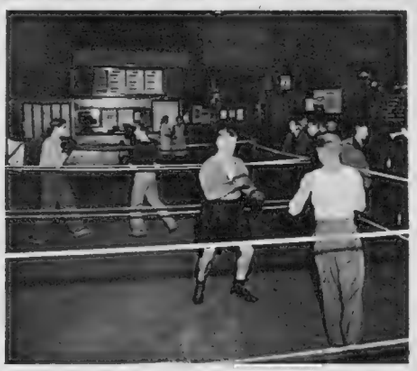
In 1869, a year before Routledge's *Boys' Own Magazine* was published, the scratch gold medal at St. Andrews was won with a score of no less than 99.

Summing up the Royal and Ancient game, the anonymous reporter writes: "What chess is to draughts, what billiards is to bagatelle, what cricket is to trap-and-ball, so is golf to hockey. It is a game of skill, judgment and science. It takes the player to breezy moors and healthful commons; it exhilarates without fatiguing him. From a Scotch point of view, it is the game of all games, and Scotchmen particularly excel at it. And so they should.

"It is, par excellence, their national game, and until the past few years, was unknown out of the 'land o' cakes.' Now, where Scotchmen dwell (and where do they not?) golf has become naturalised. You can witness the play on Blackheath, and it is not unknown within the shadow of the smoky pennons of Manchester. I have seen it played on the sandy plains which stretch westward of Liverpool; but its home is on the links and inches of the land of the bluebell and the heather."

THE WORLD OF SPORT: SOME RECENT NEWS PICTURES

THE NEW FOREST FOXHOUNDS MEET AT THE RUFUS STONE: Sir George Meyrick, the Master, F. Perry, the Second Whip, and Major Curtis, of Lyndhurst, at a recent meet near Cadnam: The Rufus Stone marks the spot where William Rufus was killed and records the circumstances of his death. He was struck and killed by an arrow shot by Sir Walter Tyrrell. Descendants of the forester Purkis, who took the King's body to Winchester, still live in the New Forest district



EXCHANGING BLOWS ON THE FLOOR OF THE STOCK EXCHANGE: On one evening a week between the hours of 5 o'clock and 7 o'clock boxing rings appear on the floor of the House, and the recently revived Stock Exchange Boxing Club goes into action. The use of the Stock Exchange for this purpose is new, as in the old days the boxers used to forgather in the Rifle Club headquarters in Borer's Passage. Borer's Passage was heavily blitzed during the war

A NEW LEASE OF LIFE FOR THE CRYSTAL PALACE: Workmen have begun preparing 160 acres of the Crystal Palace grounds as football pitches, cricket pitches, bowling greens, running and cycle tracks and a speedway. This picture was taken on the celebrated football pitch where many F.A. cup finals took place before 1914

SOMETHING NEW IN MIDGET CARS: The new Marwyn 500-cc. racing car which has just made its appearance in London. The car, incorporating all the latest principles established in midget racing since the war, is priced at under £500

THE JILTED HEIRESS

A Henry James Novel Provides a London Stage Success

DR. SLOPER AND HIS GAUCHE DAUGHTER HOLD A PARTY IN WASHINGTON SQUARE, NEW YORK (CIRCA 1860): Catherine (Peggy Ashcroft), who is intensely shy, outcome of the fact that she feels unloved and unwanted, finds it difficult to behave with any ease in company. Her father, Dr. Sloper (Ralph Richardson), is seen asking Catherine to be seated as the young gentlemen cannot take chairs until she does so. The play *The Heiress* has been adapted from the Henry James novel, *Washington Square*. It received a great first-night ovation when presented recently at the Theatre Royal, Haymarket, particularly by reason of Miss Ashcroft's sensitive performance

No one ever doubted the skill of Henry James in presenting the varying facets of character, but while his novels triumphed his plays were often a dire failure. Ruth and Augustus Goetz have, however, extracted from James's novel *Washington Square* a play of undoubted excellence, and it appears at the Theatre Royal, Haymarket, under the title of *The Heiress*. This period piece of New York in the '60's centres round the character of the young girl Catherine Sloper, her early gaucherie, in the face of parental contempt, her love-affair with an adventurer, and her tragic embitterment.

CATHERINE DEMANDS THAT HER FATHER DISINHERIT HER: Peggy Ashcroft as the unloved daughter and Ralph Richardson as the slightly sadistic father who is determined that no young adventurer shall marry Catherine for her money. Catherine, deeply in love, is determined on the marriage

THE LOVER WHO JILTED HER RETURNS TO PURSUE HIS QUEST: Morris (James Donald) and Catherine (Peggy Ashcroft) in the final act of *The Heiress*. Catherine, now embittered and with the outlook of an old maid, pretends to accept Morris's explanation, but when he comes back to the house later in the evening he finds the door barred against him

"HE MUST COME! MUST TAKE ME AWAY! HE MUST LOVE ME!" Catherine (Peggy Ashcroft) finds no comfort in her aunt Lavinia Perriman (Gillian Lind) as they vainly await the arrival of Morris Townsend at the Washington Square house. Morris has changed his mind about running away with Catherine because he has a pretty shrewd idea that Dr. Sloper means to disinherit his daughter. After Dr. Sloper's death Morris returns to the attack, but by then he has missed his chance. Miss Ashcroft's acting has won her unstinted praise

The World of Books—By VERNON FANE

"BRIDIE STEEN": AN IMPORTANT FIRST NOVEL

Dinah Forbes-Robertson, with the Stage as Theme, also Makes a Memorable Incursion into Fiction

MISS ANNE CRONE'S name is one to remember. She is a new writer and an important one, whose first novel, BRIDIE STEEN (Heinemann. 10s. 6d.) shows a strong and original talent such as one does not meet every day or even every year. Miss Crone's work will inevitably be compared with Hardy's, for her writing has something of his uncompromising force and passion, though her style is her own and clearly not derivative. Lord Dunsany, in his introduction to the book, has written that "While describing the fury of men's passions the artist should not be down with the crowd in the dust, but should sit above it, seeing it all, and why it all is, and not only half of it."

This detachment is one of Miss Crone's gifts, and her story of a young girl, innocent and kindly, but torn between the fanatic exponents of two religions, is told with infinite sympathy, strength and a most notable, an almost uncanny absence of bias.

It is a pity, a great pity, that actor-managers are a vanishing race, because in their heyday they seem to have provided not only good theatre, but very good material for biographies, memoirs and novels. Miss Dinah Forbes-Robertson, who, it is to be supposed, has some small knowledge of the stage, has written as her first novel a delightful study of just such a creature: handsome, able, hard-working, vain and egocentric to the point of mania, though under a cloak of such effective charm that a neophyte might take months to arrive at a true assessment of his real character.

A CAT AND A KING (Jonathan Cape. 9s. 6d.) is a portrait of a famous actor, who has his own company and his own manner of dictation, and as a portrait it is all the more effective because it purports to be the experience of a young girl who spends some months in his household, bewildered by its intricacies, ardently ambitious in her job as costume adviser to one of his productions, and at the same time very much in love with the man himself. Miss Forbes-Robertson is to be congratulated on writing the story without a touch of the sordid, and for having the happy inspiration of giving us an eventually heart-free heroine.

LOVERS AREN'T COMPANY (Gollancz. 8s. 6d.) is a first novel that I would like to recommend to you with all sincerity. It is the work of a young Englishwoman, Miss Monica Stirling, who was brought up in France, worked with the Free French in England during the war, and subsequently was war correspondent in 1944 in Alsace, the Ardennes and at the Rhine crossing. I detail this story of the author's background because it seems to me that it is closely connected with her writing, and with the particular generation of young people who have seen enough of war and hardship to be disillusioned, and have had enough experience of independence to make them hard, but who yet can write, or think, or speak, according to their capacity, without bitterness and without toughness.

This novel, for instance, is an enchantment, although it deals with some brutal facts, and it has the brilliance and freshness of a real youthful perception. I was moved and delighted by it, and hope that you will find the same pleasure in it.

SCARLET PAVILION (John Long. 9s. 6d.) is not the best-written of novels, and contains, I suppose, as many literary solecisms as any romance of the more colourful kind. Mr. E. Harrison-Naylor, however, seems to be less concerned with his style than with the content of his story, and there he is more successful, with a three-generation tale of English, French and Creole landowners in Mobile, Alabama, from the beginning of the nineteenth century. This has all the romantic ingredients, of faithful slaves, brutal overseers, spoiled beauties and fiery young men, and the whole thing is exotic and improbable enough to make one forget February drizzle.

Mr. Julian Symons' BLAND BEGINNING (Gollancz. 8s. 6d.) is a detective story of a very original kind, for it concerns the tracing of forged first editions, with the added complication of illegitimate heirs claiming family fortunes. It is intricate and diverting, and is one of those stories that need to be read both carefully and alertly, which is not to say that the book is not pleasant reading in its own rarefied way. I enjoyed it, in fact, and found it a heaven-sent change from stories of thieves, thugs and thick ears.

SCULPTURAL SURGERY FOR THE TRAGIC MUSE: The celebrated Paddington Green statue of Sarah Siddons is in need of attention, a small boy's stone, it is suspected, having chipped off the tip of the nose. This is to be repaired, as also are marks on the cheeks and broken fingers. Sarah Siddons, who died in 1831, and is buried in Paddington Green Churchyard, lived at one time at Westbourne Green, but the location of her Westbourne Farm is uncertain

There is a superb audacity about the thrillers of Miss Margery Allingham, and particularly about her newest book, MORE WORK FOR THE UNDERTAKER (Heinemann. 9s. 6d.). This novel is an excellent example of the way in which a really successful writer can have enough confidence—and confidence that is justified—to concoct an almost fabulous plot, and to make it if not credible, at least amazingly readable.

I, for one, really don't believe that in this country bogus undertakers gallop horse-drawn hearses through the back streets of North-West London in the dead of night to deliver fake "corpses" from justice, but as Miss Allingham tells the story, my credulousness rises like the chart of a fever patient. And even if, on sober thought, I can find a dozen improbabilities in the affair, I am still prepared to say that this is detective fiction at its most imaginative, and at its most smoothly written.

PRODWIT'S GUIDE TO WRITING (Michael Joseph. 8s. 6d.) is another of those elaborately amusing jokes "edited" by Mr. C. E. Vulliamy, whose method is to create an outlandish personage, "discover" his or her writings, and then transcribe them with his own comments. I can't help feeling that this must be the greatest fun for Mr. Vulliamy, who can thus set up any number of his own ninepins in order to bowl them down with his own logic, good sense and wit, but I am not at all sure that it is as much fun for the reader, who is apt to feel that he is eavesdropping on family fun, or watching country-house charades.

Prodwit's theory is that writing is a business that can be learned and even perfected, given a proper degree of application. Talent, except for being able to spell a little and read at least well enough to absorb this *Guide*, has no place in the affair.

Mr. Hilary St. George Saunders is now known to be the author of such wartime publications as *The Battle of Britain*, *Coastal Command* and others. His new work is a short history of the activities of the British India Steam Navigation Company during the war, from 1939 to 1945. VALIANT VOYAGING (Faber and Faber. 8s. 6d.) is a story of staunchness, heroism, ingenuity and plain good sense that must be typical of our Merchant Navy, and told so simply and graphically by this writer, it gains all the more.

OUR PLUNDERED PLANET (Faber and Faber. 10s. 6d.) is a thoughtful and well-documented book the greater part of which is devoted to showing "what man has done in recent centuries to the face of the earth and the accumulated velocity with which he is destroying his own life sources." Mr. Fairfield Osborn, who is President of the New York Zoological Society, writes with lucidity and force about one of the basic problems of our own days, the fact that the tide of the earth's population is rising while the reservoir of the earth's living resources is falling.

Mr. E. L. Grant Watson has written an odd and from time to time rewarding book in DEPARTURES (Pleiades. 15s.), of nature studies, of countries, their flora, their fauna, and occasionally their inhabitants, as far apart as the Australian uplands, a tick-infested island in the Indian Ocean and an English beach. When he is concerned with exact observation of animals and places, his writing is a pleasure, and the decorations in black-and-white by Mr. John O'Connor are altogether charming.

HOW TO GET ON WITH APES

Winifred Felce's Very Human Treatise

Winifred Felce, who worked during the '30's in the Munich Zoological Gardens, was put in charge of the first anthropoid ape to arrive at Munich and was thus present at the start of what came to be regarded as one of the finest ape stations in the world. Miss Felce's book APES (Chapman and Hall. 10s. 6d.) is an absorbing account of those experiences. "The way to get on well with chimpanzees," she says, "is to be sporting with them and good-tempered; enter into their frolics and rough games, and amuse them; further, give reasonable commands in a clear, firm voice and ensure that they are carried out. . . . My experience is that almost every chimpanzee needs one good beating, and that until he has this, he believes that he is better than you and can push you around as he chooses. He will wrench everything out of your hands when you enter his cage, tear off your buttons, and, if he dislikes you, he will bite you. This sort of behaviour is not compatible with the proper care of apes and must not be tolerated." Miss Felce may have had to play the schoolmistress sometimes, but her affection for her charges is unmistakable in this all-too-short and very sincere treatise. The author destroys many misconceptions about the ape fraternity (notably that their most besetting disease is tuberculosis), and her final chapter, entitled "Justifications," will no doubt surprise the majority of her readers. The primary aim of the keeper of wild animals must always be to render the state of his captives better and happier than in the wilds they have left. "The uninitiated may reject this as impossible," Miss Felce declares, but she makes it clear that animals in their free state know no Garden of Eden; their struggle is too bitter and full of dangers.

A great deal of care, not to mention money, has been expended upon the preparation of a volume of reproductions of the work of D. EDZARD (Bittner and Company, New York), the Bremen-born painter who has made Paris his natural home. Dietz Edzard, whose work in this twentieth century so closely resembles the art of the French impressionists of the nineteenth century, who revels in the world of the ballet, the theatre and high society in ways made familiar by Degas, Suerat, and Toulouse-Lautrec, has a considerable following, and among his most ardent admirers is Dr. Gerd Muehsham, Librarian at the Cooper Union for the Advancement of Science and Art, who contributes a monograph on the artist at the start of this volume. Neither Dr. Muehsham nor the 112 plates that are reproduced provide full conviction that we are in the presence of genius

When Bertrand Russell wrote *The Conquest of Happiness* he paraded some great truisms with simplicity and sincerity, and few put down that book without feeling the better for it. Now comes Gordon Rattray Taylor, author of *Economics for the Exasperated*, with his own diagnosis, which he calls CONDITIONS OF HAPPINESS (Bodley Head. 10s. 6d.). Mr. Taylor's approach is rather less personal than Earl Russell's, and he makes much play in examining the rival political creeds when discussing the world's chances of happiness. The reader may find it difficult to restrain a smile when, on the final page, after a wealth of erudite argument and a host of scholarly allusions, Mr. Taylor naively tells us in so many words that it is love that makes the world go round; that man's final need is to love and to be loved; that there alone lies the promise of final harmony.

The leaders in the cinema world and in the world of the theatre are grown deeply introspective. Both arts are very conscious these days of their mission; there is much talk of combating commercial monopolistic trends, and on both stage and screen there is a welcome element of seriousness. Those who read Ann Lindsay's THE THEATRE and Basil Wright's THE USE OF THE FILM (both published by The Bodley Head at 3s. 6d.) in the "New Developments" Series, may feel, however, that this introspection goes a trifle too far, and, while it is pleasant to read these plans for reform from the top, for by-passing the well-entrenched monopolies, of the high-flying aims of U.N.E.S.C.O., of C.E.M.A., and the Arts Council, both writers are a trifle ponderous in their approach, and Basil Wright, in particular, seems far too sure of the utter indispensability of the medium with which he deals. They seem to be talking down to us, the mere public who make up the audiences. Somehow the human touch is lacking in these volumes, though the intent is sound enough.

Volume No. 8 in the "How To Do It" Series is MAKING A PHOTOGRAPH, by Ansel Adams (The Studio. 12s. 6d.). This is now a standard handbook for the amateur photographer. A special chapter on colour photography is a feature of this new edition.

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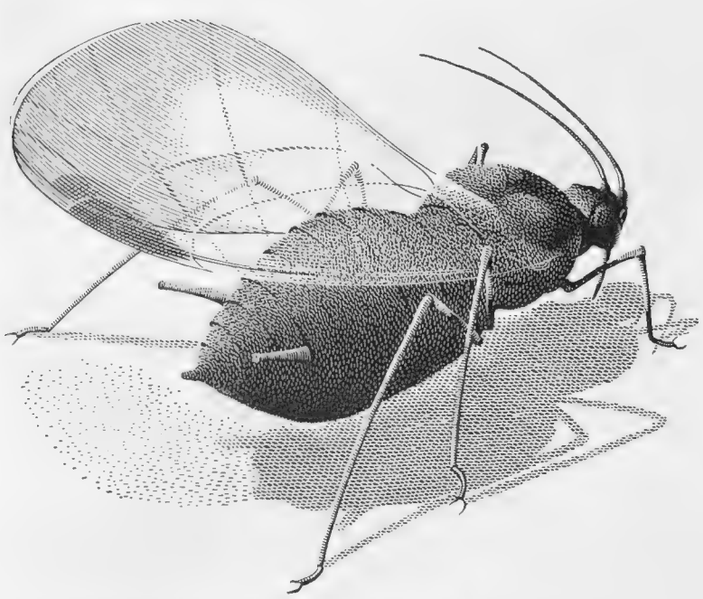

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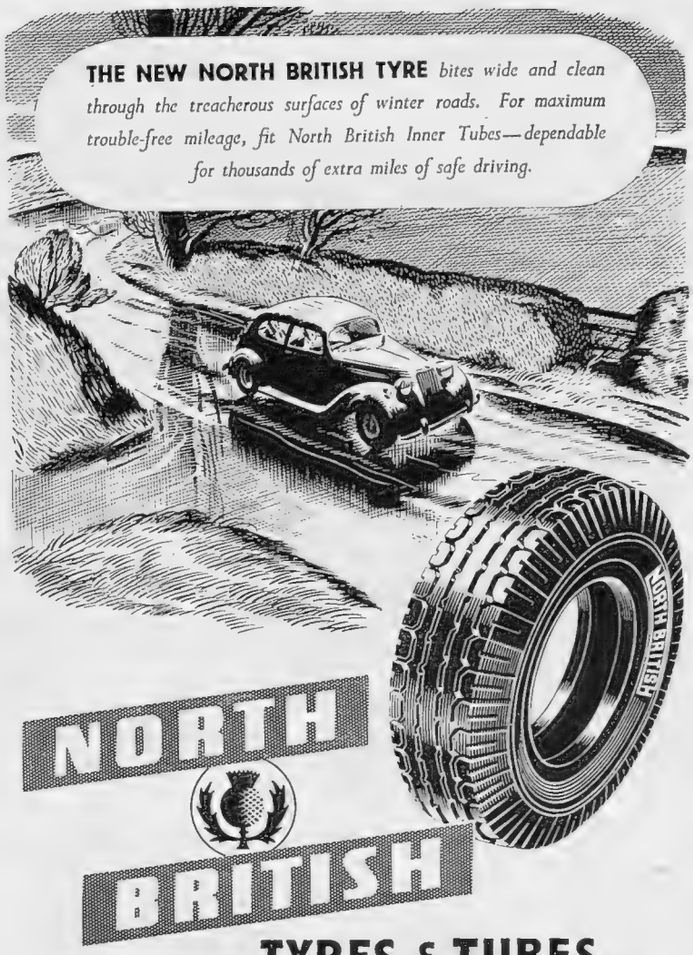

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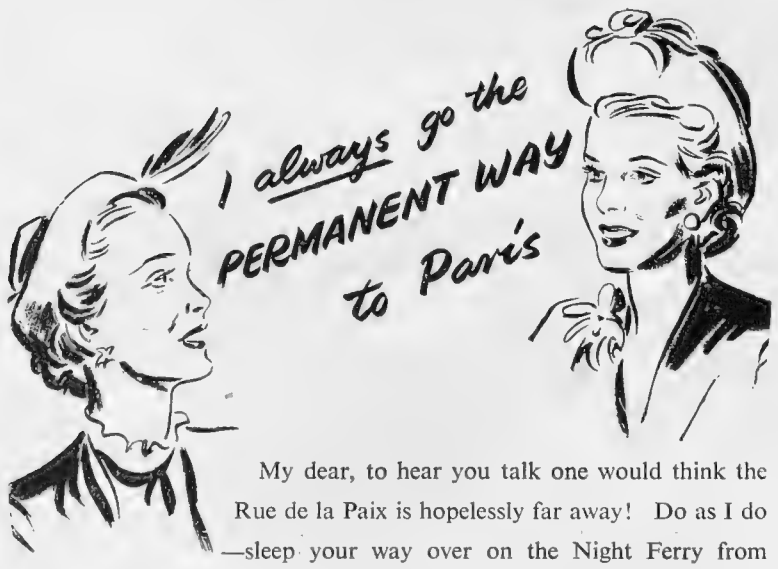

My dear, to hear you talk one would think the Rue de la Paix is hopelessly far away! Do as I do —sleep your way over on the Night Ferry from Victoria without leaving your compartment and be in the heart of Paris by morning. Such nice attendants, too. Then, a marvellous lunch, a mannequin parade and a tour of those lovely shops. If you can stay overnight there's time for another look round next morning, then catch the "Golden Arrow" at mid-day and be home in time for dinner!

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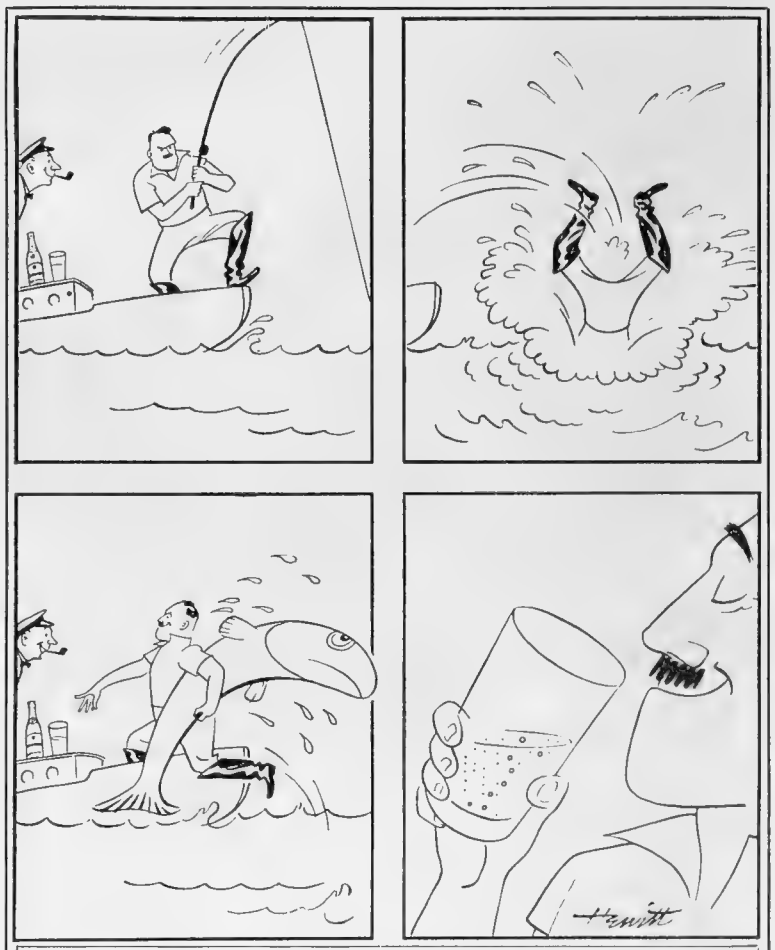

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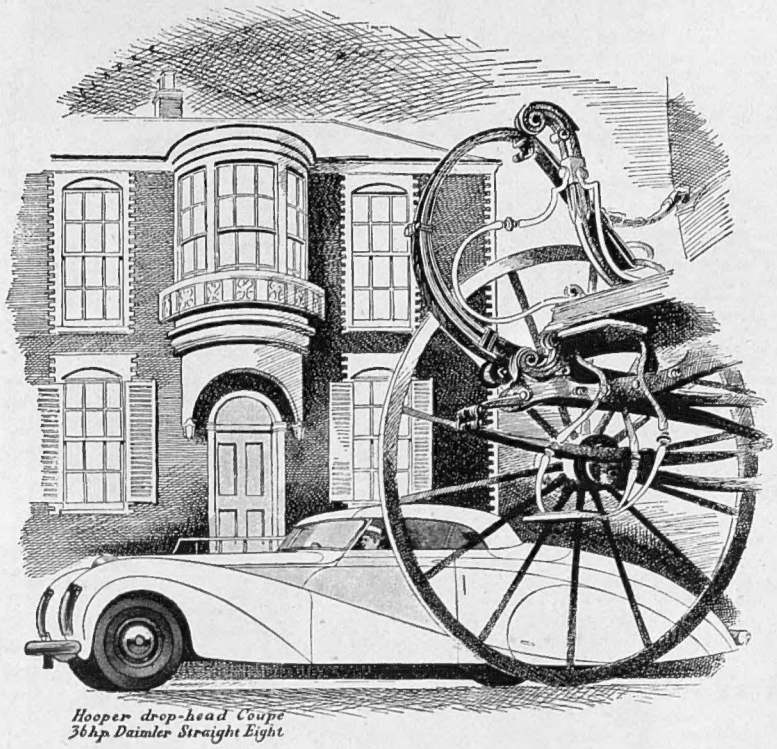

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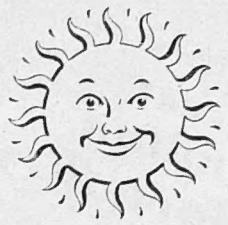

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IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

SEVEN years have passed since these weekly hotel notes came to an abrupt end, due to the curtailment of paper supplies, and though the time is yet to come when they can be resumed weekly, it is good to be able to take up my pen again on at least a monthly basis.

Not that I have been idle. Never a week has passed that I have not been called upon to answer enquiries from *Sphere* readers from almost every corner of the world. And how diverse their problems are! Many write to me about their homecomings or honeymoons. Others enquire about hotels suitable for children, convalescents or elderly people. Some want gay hotels, others quiet ones. Always I have to be anticipating the seasons and, since the beginning of the year, I have been prospecting for spring holidays.

It is a moot point whether the British countryside looks best in her spring dress or her autumn finery, but the months of April and May are surely the happiest to dwell on.

There are so many places I should like to visit this spring. The other week I was down in St. Ives, in Cornwall, staying at that truly comfortable British Railways hotel, Tregenna Castle, where I am told that the bluebells in the hotel grounds are an unforgettable spectacle. Yet do they equal that amazing floral display of Wordsworth's field of daffodils by Gowbarrow, Head of Ullswater, in the Lake District? I have been told that spring or autumn is by far the best time to visit our English Lakeland, but, for more convincing evidence, I would refer you to that great advocate of holidays in Lakeland, Mr. L. H. Shoosmith, the energetic manager of the Keswick Hotel, Keswick, which, I need hardly remind my readers, is open all the year round.

Have you ever contemplated a spring holiday with Bath as your base? It is a wonderful centre for watching the bulbs bursting, or the birds nesting. And then there are those spring days in the Cotswolds, when fluffy white clouds combine with the sun to cast shadows on Cotswold stone. Bear in mind that the Spa Hotel, Bath, reopening next month, refurnished and redecorated, has hotel grounds which in themselves make a peaceful spring spectacle.

Nor must I omit in my spring catalogue that charming, unspoilt slice of Cornwall, the Roseland Peninsula. At sunny St. Mawes is a dream in small luxury hotels, Tresanton, and some six miles from it, tucked away in a network of by-roads, is a spring sanctuary, Polsue Manor Hotel, where even now you can enjoy the first of the spring and get glimpses of early summer. For a restful early holiday, Polsue Manor and Tresanton both stand high in my esteem.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Commonwealth House, 1, New Oxford Street, London, W.C.1.

Welcome News! **THE SPA HOTEL, BATH**

will be re-opened in time for Easter. Enquiries respecting accommodation to be addressed to Mr. W. G. Crossman, Resident Managing Director.

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YOU might think there weren't enough people in Bermuda to justify starting a bus service, but if you were a Bermudan and had been rolling around in a gari, or dragging your tired feet along those hot dusty roads whenever you wanted to go for a bathe or a bottle of rum, the prospect of a ride in a brand new bus would be restful indeed.

So the Bermudan Bus Service is very busy — and so, incidentally, is the Nuffield Organization. Bermuda is only one of 83 different territories overseas which between them have bought 52,000 Nuffield Vehicles in the past 12 months.

THE pity is that our Motor Car factories still cannot devote a fair proportion of their energies to providing you with a new motor car at home here just as quickly as you might like it.

BUT how glad we're all going to be in a year or two's time to find that firms like Morris, Wolseley, Riley, M.G. and Morris-Commercial — of the Nuffield Organization — have done so much to lay the foundations of a prosperous overseas trade that, after all, brings a bit more fat and comfort into the lives of *every one of us*.

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I can look back to bygone 1820.
Today may be austere, but it won't last—
Here's looking forward to the age of plenty!

JOHNNIE WALKER

SCOTCH WHISKY

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